



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

February 8, 1998 - February 14, 1998 Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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ISSUE: 98-07



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

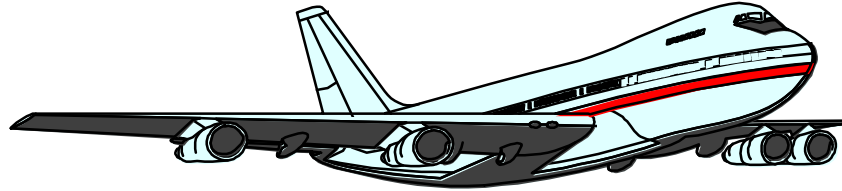
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

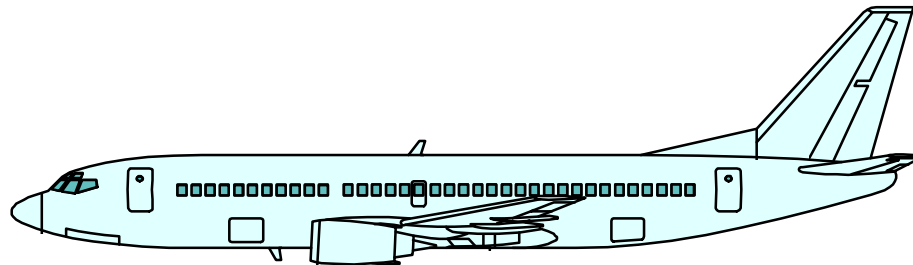
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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**Federal Aviation
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

2/8/98 - 2/14/98 ISSUE: 98-07 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
6120 SIMA *****	427MQ 091	AEROSP ATR42300				HARNES S4003VB31	SHORTED RT ENGINE	1/18/98	SIMA980181
AZO - FLT 4171 - EN ROUTE TO GRR FROM ORD, THE RT PROP MOVED TO FEATHER UNCOMMANDED. THE ENG WAS SHUT DOWN AND A/C DIVERTED TO AZO AND LANDED WITHOUT INCIDENT. CREW DID NOTE TORQUE IND WAS AT MAX AT THE TIME THE UNCOMMANDED FEATHER OCCURRED. MX FOUND A CHAFED WIRE IN ENG WIRING HARNES THAT ALLOWED THE FEATHERING CIRCUIT TO ACTIVATE. ENG HARNES WAS REPLACED. ADDITIONALLY, THE FDAU AND WAS DETERMINED THE TORQUE VALUES WERE WITHIN LIMITS FOR BOTH THE ENG AND PROP TO REMAIN IN SERV. PROP WAS REPLACED AS A PRECAUTIONARY MEASURE AT ENGINEERS REQUEST. FOLLOWING THE ABOVE MENTIONED MX, A SATISFACTORY FUNCTIONAL TEST FLT WAS ACCOMPLISHED. THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
7500 *****		AIRBUS A300B4203	GE CF650C2			DUCT 1555M14604	CRACKED ENGINE BLEED AIR	11/20/97	AU971589
(AUS) NO2 ENGINE 14TH STAGE AIR DUCT CRACKED FOR 66% OF CIRCUMFERENCE.NUMEROUS TIE ROD ENDS SNAPPED OFF. HP RECOUP TUBE SEVERELY CHAFED.									
7830 *****		AIRBUS A300B4203	GE CF650C2			THRUST REVERSER CF6RHFRAF1	CORRODED R 2 ENG OUTB	11/11/97 24701	AU971657
(AUS) NO2 ENGINE OUTBOARD THRUST REVERSER HALF CORRODED AND DAMAGED.METAL STRUT LEADING EDGE DAMAGED AND BROKEN OFF LODGING INCASCADE FORWARD RECESS CAUSING A BLOCKER DOOR TO BREAK AND SEVERE BLOCKER DOOR CARRIAGE DAMAGE.									
7210 *****		BEECH 1900D	PWA PT6A67D	HARTZL HCE4A3A		BOLT MS949034	FAILED LT ENG RED GRB	11/3/97	AU971626
(AUS) LH ENGINE REDUCTION GEARBOX FIRST STAGE PLANET GEAR CARRIER BOLT FAILED. INVESTIGATION FOUND THAT THE BOLT HEAD HAD SEPARATED AND ENTERED THE FIRST STAGE GEAR TRAIN. EXAMINATION OF THE CARRIER BOLTS REVEALED FOUR BOLTS FRACTURED IN THE THREADED AREA AND ONE BOLT FRACTURED UNDER THE BOLT HEAD. SUSPECT BOLTS OVERTORQUED DURING ASSEMBLY. PERSONNEL/MAINTENANCE ERROR. METAL CONTAMINATION OF ENGINE.									
7320 KCQA *****	499CZ U81	BEECH 99A	PWA PT6A27			ROD END 3008787	DEFECTIVE CAM BOX TO FCU	1/13/98	98ZZZX534
ENGINE POWER WOULD NOT DECREASE DUE TO TIGHT ROD END CONNECTOR FROM CAM BOX TO FCU DEFECTIVE. TAT: 30,824 HOURS. ENGINE TSN: 4,295 HOURS. ENGINE TSO: 1,129 HOURS.									
7200 YIEA *****	809MC 20887	BOEING 747228F	PWA JT9D7J			ENGINE	FAILED NR 4	57966 296	10/20/97 UIEA9709
CREW REPORTS: FLT NR LAU 322/28, BOG/MIA - DEPARTED BOG ON 9-28-97 AND EXPERIENCED AN ABORTED TAKEOFF DUE NR 4 ENGINE FAN BLADE SEPARATION (2 EACH). IN ADDITION, EXHAUST TAIL PLUG EXITED THE ENGINE AND WAS RECOVERED FROM THE RUNWAY. FAN EXIT GUIDE VANES EXHIBIT DAMAGE AND SEVERAL MISSING. ALL FAN BLADES EXHIBIT DAMAGE. REPLACED NR 4 ENGINE, SN ON 662439. OPERATIONAL CHECK SATISFACTORY. (X)									
7310 RMXA *****	8765J S7054	BOLKMS BK117A4	LYC LTS101650B1			MANIFOLD 43013761	LEAKS ENGINE FUEL	1/1/98	98ZZZX568
SUBMITTER STATES EXCESSIVE FUEL MANIFOLD LEAKS OVER THE LAST 18 MONTHS. ALLIED SIGNAL IS IN THE PROCESS OF RELEASING AN ASB LIMITING THE LIFE OF THE FUEL MANIFOLD TUBES. OTHER OPERATORS SUBMITTER CONTACTED ARE HAVING THE SAME PROBLEMS. OMNIFLIGHT HAS GONE TO A POST-FLIGHT CHECK AND A SHIFT-CHANGE CHECK OF THIS MANIFOLD.									
3222 *****	944H 7500011	CESSNA 750				STRUT 674200605	FROZEN NLG	638 342	1/15/98 98ZZZX558
OPERATOR REPORTED UPON DEPARTURE, ACFT GEAR HANDLE COULD NOT BE PUT UP TO RETRACT GEAR. ACFT RETURNED AND LANDED SAFELY. OUTSIDE AIR TEMPERATURE WAS BELOW ZERO AT DEPARTURE TIME. WHEN THE ACFT WAS JACKED UP, THE NOSE GEAR STRUT FAILED TO EXTEND ALL THE WAY AFTER 2 HOURS IN A WARM HANGAR, STRUT EXTENDED FULLY ON ITS OWN. WHEN THE STRUT WAS DISASSEMBLED, MECHANICS FOUND ALMOST 2 TABLESPOONS OF WATER TRAPPED IN THE LOWER BARREL BEARING AREA. THIS SUGGESTED THE WATER FROZE INTERRUPTING FULL EXTENSION OF THE STRUT, CESSNA RECOMMENDED SB 750-32-10 BE COMPLETED WHICH INCORPORATES A THREE-PIECE LOWER BEARING ASSEMBLY.									

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2710 HNAA *****	906HA 009	DHAV DHC8102				CLUTCH PLATE 82710151003	FAILED AILERON CONTROLS		11/27/97 HNAA9790697
FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA *****	906HA 009	DHAV DHC8102				SPRING PIN 82710097101	FAILED AILERON CONTROL		11/27/97 98ZZM180
FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA *****	906HA 009	DHAV DHC8102				SPROCKET 82710152003	FAILED AILERON CONTROLS		11/27/97 98ZZM179
FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA *****	917HA 075	DHAV DHC8102				CLUTCH SPRING 82710097101	FAILED AILERON CONTROLS		12/1/97 98ZZM178
FLT EN69 - BWI-ORF - EXPERIENCED A ROLL CONTROL DISCONNECT ON LANDING, AFTER TOUCHDOWN AT ORF. REMOVED AND REPLACED THE ROLL CONTROL DISCONNECT CLUTCH BUSHINGS PER FCD8-27-291. ALSO, REMOVED AND REPLACED THE CLUTCH SPRING. (M)									
2710 HNAA *****	917HA 075	DHAV DHC8102				BUSHINGS 20DU06	FAILED AILERON CONTROLS		12/1/97 HNAA9791798
FLT EN69 - BWI-ORF - EXPERIENCED A ROLL CONTROL DISCONNECT ON LANDING, AFTER TOUCHDOWN AT ORF. REMOVED AND REPLACED THE ROLL CONTROL DISCONNECT CLUTCH BUSHINGS PER FCD8-27-291. ALSO, REMOVED AND REPLACED THE CLUTCH SPRING. (M)									
7321 PCAA *****	814EX 318	DHAV DHC8102	PWA PW120A			ECU	FAILED NR 2 ENGINE		12/21/97 PCAA9700662
DURING CLIMB-OUT FROM BTV, THE A/C EXPERIENCED CONTINUOUS YAW FLUCTUATIONS. TORQUE, ITT, FUEL FLOW, AND PROP RPM ALSO FLUCTUATED FOR THE NR 2 ENGINE. A/C RETURNED TO FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE T/S SYSTEM, FOUND NR 2 ENGINE ECU AT FAULT PERFORMED SATISFACTORY TEST FLIGHT WITH NR 2 ECU INOP PER MEL PROCEDURES. SUBSEQUENT MTC RON, MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGINE WIRING HARNESS. A/C RETURNED TO SERVICE. (M)									
7603 EQGA *****	335PH 3013	DORNER DO328100				CABLE 190755	FROZEN LT POWER LEVER	7262	12/20/97 98ZZX678
DFW/ASE - FLT 429 - WHILE IN CRUISE AT FL 310 WITH OAT - -46 C, NOTED NO RESPONSE FROM LT PWR LEVER. WHEN ACFT REACHED FL 280 (OAT - -35 C). AFTER NUMEROUS ATTEMPTS TO FREE LEVER, LEVER BECAME UNSTUCK. ACFT CONTINUED TO ASE. MX GROUNDED ACFT AND INITIATED SPR 8210 TO FAIRCHILD/DORNIER REQUIRING MORE PROCEDURES. MFG ADVISED C/W ASB 76-15 COUPLED WITH ADVISE TO CREWS TO MOVE PWR LEVERS EVERY 20 MINS TO PREVENT FREEZING. MX PERFORMED INSP OF PWR LEVER CABLES, LUBED CABLES IAW ALERT SB 328-76-015. ASB 328-76-015 C/W ON 12-11-97 AT TAT 7203.7; 58.1 HRS PRIOR TO INCIDENT. ALL 328 DISPATCH RELEASES MODIFIED EFFECTIVE IMMEDIATE TO HAVE CREWS MOVE POWER LEVERS EVERY 15 MINS. ACFT RTND TO SVC. PART TC: 9,673.(X)									
7210 *****	2NA 096	GULSTM G159	RROYCE DART5298X			DRIVESHAFT GD203	LOOSE GEARBOX		1/26/98 34 98ZZX535
THE BOLT SECURING THE FORWARD U-JOINT ONTO THE DRIVESHAFT HAD BACKED ALL THE WAY OUT. THE BOLT SECURING THE AFT U-JOINT TO THE DRIVESHAFT WAS LOOSE EVEN WITH THE LOCKING TAB WASHER INSTALLED. UPON INVESTIGATION, IT APPEARED THE WRONG LOCKING TAB WAS USED DURING OVERHAUL.									
5511 *****	1629 363	ISRAEL 1124				FITTING 453005509	CRACKED H STAB AFT SPAR	7428	1/31/97 98ZZX549
CRACKS FOUND IN HORIZONTAL STABILIZER AFT SPAR SPLICE HINGE FITTING OUTBOARD LUGS. LANDINGS, 5,442.									

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2822	199CJ	LEAR				SWITCH	SHORTED	130	12/4/97
	071	35A				111TW6003	FUEL BOOST		98ZZZX537
*****	FUEL BOOST SWITCH IS PART OF SB 35/36-28-11. THE SWITCH HAS AN INTEGRAL LIGHT. THE TWO WIRES FOR THE LIGHT ENTER THE SWITCH IN SUCH A WAY THEY CHAFE AT THE POINT WHERE THEY ENTER THE SWITCH. THIS CREATED A DIRECT SHORT TO GROUND OF THE POWER WIRE FOR THIS LIGHT. AS A RESULT, THE BOOST PUMP CIRCUIT BREAKER TRIPPED IF THE PUMP WAS TURNED ON. ALSO, BOTH WARNING LIGHT CIRCUIT BREAKERS TRIPPED IF THE ANNUNCIATOR PRESS-TO-TEST SWITCH WAS PRESSED. THIS HAPPENED ON THE GROUND DURING A PRE-FLIGHT.								
7230	335AE	SAAB				REAR SHAFT	SHEARED	8471	1/31/98
WWMA	340B335	340B				6068T45P03	COMPRESSOR		WWMA9800022
*****	ENG WAS INSTALLED AND MX WAS PERFORMING ENG BREAK IN RUNS IAW SAAB AMM 71-00-00 PAGES 516-518. THE POWER LEVER WAS ADVANCED FROM 46 PERCENT TO 68 PERCENT TQ WHEN TEMP STARTED TO INCREASE FASTER THAN NORMAL. WHEN THE POWER LEVER WAS RETARDED, TWO AUDIBLE POPS WERE HEARD WITH CORRESPONDING OVER TEMP LIGHTS. A BOROSCOPE INSPECTION REVEALED EXCESSIVE RUB AT STAGE 4-5 OF THE COMPRESSOR ROTOR. THE COMPRESSOR IMPELLOR HAD ALSO CUT INTO IT'S SHROUD. THE COMPRESSOR WAS RUBBING WHEN THE ENG WAS TURNED BY HAND BUT THE COMPRESSOR SECTION WAS NOT TURNING WITH THE HOT SECTION. FOUND THAT THE COMPRESSOR ROTOR REAR SHAFT HAD FAILED. THE ENG WAS SENT TO GE FOR EVALUATION.								
3425	59TP	SWRNGN			COLLINS	FLIGHT DIRECTOR	FAILED		1/28/98
EI4R	T26161	SA226AT				329B7A	PITCH SYNCHRO		98ZZZX476
*****	WHEN RECEIVED, THE FLIGHT DIRECTOR PRESENTATION WAS SHOWING AN ATTITUDE OF 70 DEGREES UP WHEN ENERGIZED. IT SHOULD HAVE BEEN SHOWING ZERO ATTITUDE. THE PROBLEM WAS TRACED TO THE PITCH SYNCHRO. THIS SYNCHRO HAD LOCKED UP DUE TO THE LAMINATION IMPREGNATING MATERIAL GETTING INTO THE VERY SMALL AIR GAP BETWEEN THE ROTOR AND STATOR OF THE SYNCHRO. ONLY ONE SET SCREW WAS USED TO HOLD THE SYNCHRO DRIVE GEAR ON THE SYNCHRO SHAFT; WHEN SYNCHRO LOCKED UP, THE GEAR SLIPPED ON THE SHAFT ALLOWING SYNCHRO TO GIVE THE WRONG INFO TO THE PRESENTATION. AFTER ELIMINATING CONTAMINATION PROBLEM IN THE SYNCRHO, A FLAT WAS MACHINED ON THE SYNCHRO SHAFT. TWO SET SCREWS WERE USED TO SECURE THE SYNCHRO DRIVE GEAR.								
7240	271DC	SWRNGN	GARRTT			DIFFUSER VANE	FAILED	2992	12/15/97
WD4R	T414	SA226TB	TPE33110U			31021731	HOT SECTOIN		98ZZZX559
*****	DURING HOT SECTION INSPECTION, FOUND DIFFUSER VANE P/N 3102173-1 BROKEN IN SEVERAL PIECES LYING ON TOP OF THE OUTER TRANSITION LINER AND WEDGED BETWEEN THE COMPRESSOR HOUSING AND BOTTOM OF TRANSITION LINER. FURTHER INVESTIGATION REVEALED THAT RECOMMENDED GARRETT SB TPE331-72-0458 HAD NOT BEEN C/W.								
(End of SIGNIFICANT OCCURRENCE REPORT)									

Run Date: 19-Feb-98

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 2/8/98 To 2/14/98

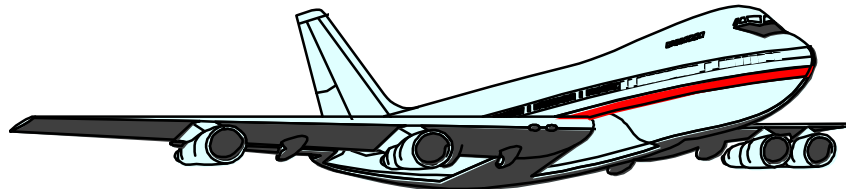
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
07436062														
FITTING	182Q	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 07436062	-----	1	-	-	-	-	-	-	-	-	-	-	1	-
111TW6003														
SWITCH	35A	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 111TW6003	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
1555M14604														
DUCT	A300B4203	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 1555M14604	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
190755														
CABLE	DO328100	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 190755	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
20DU06														
BUSHINGS	DHC8102	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 20DU06	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
3008787														
BEARING	EMB110P1	1	-	-	-	1	-	-	-	-	-	-	-	-
ROD END	208B	1	-	-	-	-	1	-	-	-	-	-	-	-
	560CESSNA	1	-	-	-	-	1	-	-	-	-	-	-	-
	99A	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 3008787	-----	4	-	-	-	1	2	-	-	-	-	-	-	1
31021731														
DIFFUSER VANE	SA226TB	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 31021731	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
329B7A														
FLIGHT DIRECTOR	SA226AT	1	-	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 2/8/98 To 2/14/98 (cont'd)

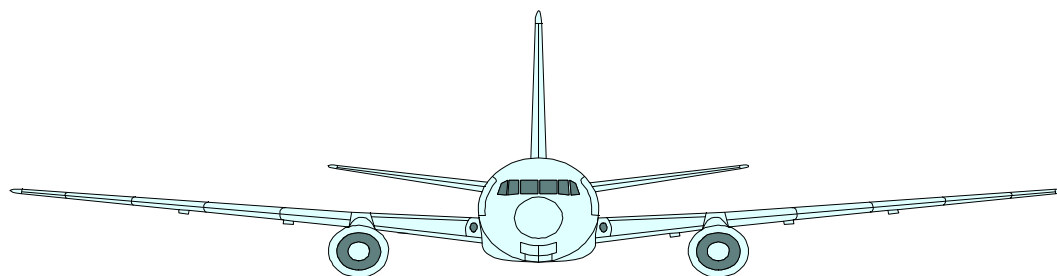
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
TOTAL of # 329B7A -----		1	-	-	-	-	-	-	-	-	-	-	-	1
43013761														
MANIFOLD	BK117A3	1	-	-	-	-	-	-	-	-	-	-	-	1
	BK117A4	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 43013761 -----		2	-	-	-	-	-	-	-	-	-	-	-	2
453005509														
FITTING	1124	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 453005509 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
6068T45P03														
REAR SHAFT	340B	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 6068T45P03 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
674200605														
STRUT	750	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 674200605 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
82710097101														
CLUTCH SPRING	DHC8102	1	-	-	-	-	-	-	-	-	-	-	-	1
SPRING	DHC8301	1	-	-	-	-	-	-	-	-	-	1	-	-
SPRING PIN	DHC8102	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 82710097101 -----		3	-	-	-	-	-	-	-	-	-	1	-	2
82710151003														
CLUTCH PLATE	DHC8102	1	-	-	-	-	-	-	-	-	-	-	-	1
ROLL CONTROL	DHC8301	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 82710151003 -----		2	-	-	-	-	-	-	-	-	-	-	1	1
82710152003														
SPROCKET	DHC8102	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 82710152003 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
CF6RHFRAF1														
THRUST REVERSER	A300B4203	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # CF6RHFRAF1 -----		1	-	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 2/8/98 To 2/14/98 (cont'd)

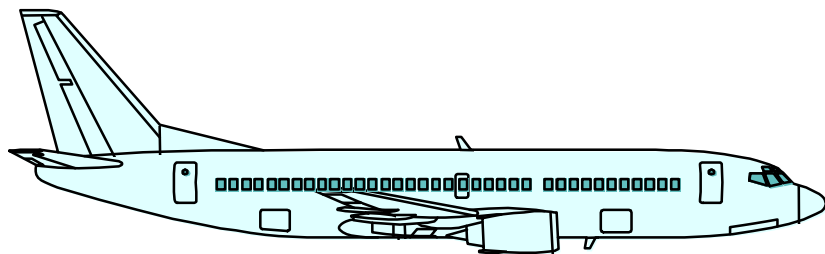
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
GD203														
DRIVESHAFT	G159	<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
TOTAL of # GD203 - - - - -		<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
MS949034														
BOLT	1900D	<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
TOTAL of # MS949034 - - - - -		<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
S4003VB31														
HARNESS	ATR42300	<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
TOTAL of # S4003VB31 - - - - -		<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
TOTAL for ALL (26) PART NUMBERS: - - - -		<u>26</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>	<u>2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>	<u>2</u>	<u>20</u>
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY

2/8/98 - 2/14/98 ISSUE: 98-07 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2121 SIMA	223AT 223	AEROSP ATR42300				FAN EVTA1926DA	FAILED CABIN		1/16/98 SIMA980161
GRB - FLT 4240 - JUST BEFORE ENGINE START, FLIGHT ATTENDANT NOTED SMOKE COMING FROM FWD PART OF MAIN CABIN. MAINTENANCE FOUND THAT THE AIR EXTRACTION FAN HAD FAILED. R/T'S AIR EXTRACTION FAN. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
2430 RAIA	421TE 102	AEROSP ATR42300				SENSOR 1030032	FAILED RT WING		1/7/98 RAIA980109
FLT 7398 - STL - RIGHT DC GENERATOR FELL OFF LINE, WOULD NOT RESET. MAINTENANCE REPLACED RIGHT DC GENERATOR HALL EFFECT SENSOR. (M)									
3320 SIMA	144DD 074	AEROSP ATR42300				LIGHT S9251155500100	FAILED CABIN		1/8/98 SIMA980083
IND - FLT 4390 - EN ROUTE TO ORD FROM CVG CREW DIVERTED A/C INTO IND DUE TO SMOKE IN CABIN. CREW LANDED A/C SAFELY. FOUND READING LIGHT AT 7A BULBS AND TRANSFORMER BURNED. DEFERRED READING LIGHTS PER MEL AND A/C WAS RETURNED TO SERVICE. R/T'D READING LIGHT ASSY FOR SEAT 7A. PERFORMED OPERATIONAL CHECK SATISFACTORILY. REMOVED MEL AND RETURNED A/C TO SERVICE. (M)									
3350 SIMA	223AT 223	AEROSP ATR42300				BATTERY PACK AD3127	DISCHARGED CABIN		1/24/98 SIMA980242
SAW - DURING PS2 CHECK, MAINTENANCE DISCOVERED SEVERAL EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACKS AT LOCATION 29WL AND 3WL IAW JIC 335121-RAI-10010-003. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
6120 SIMA	427MQ 091	AEROSP ATR42300				HARNESS S4003VB31	SHORTED RT ENGINE		1/18/98 SIMA980181
***** AZO - FLT 4171 - EN ROUTE TO GRR FROM ORD, THE RT PROP MOVED TO FEATHER UNCOMMANDED. THE ENG WAS SHUT DOWN AND A/C DIVERTED TO AZO AND LANDED WITHOUT INCIDENT. CREW DID NOTE TORQUE IND WAS AT MAX AT THE TIME THE UNCOMMANDED FEATHER OCCURRED. MX FOUND A CHAFED WIRE IN ENG WIRING HARNESS THAT ALLOWED THE FEATHERING CIRCUIT TO ACTIVATE. ENG HARNESS WAS REPLACED. ADDITIONALLY, THE FDAU AND WAS DETERMINED THE TORQUE VALUES WERE WITHIN LIMITS FOR BOTH THE ENG AND PROP TO REMAIN IN SERV. PROP WAS REPLACED AS A PRECAUTIONARY MEASURE AT ENGINEERS REQUEST. FOLLOWING THE ABOVE MENTIONED MX, A SATISFACTORY FUNCTIONAL TEST FLT WAS ACCOMPLISHED. THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
3140 SIMA	536AT 536	AEROSP ATR72212				MULTI FUNCT COMP LA4E20606HM0100	FAILED NR 2		1/10/98 SIMA980101
BMI - FLT 4374 - AIRCRAFT DIVERTED TO BMI AFTER SEVERAL INTERMITTENT MALFUNCTION INDICATIONS OCCURRED. THE EMERGENCY BATTERY CHARGE FAULT GEAR PANEL LIGHTS CYCLING ALONG WITH NR 2 ENGINE MOMENTARY SURGE. REPLACED NR 2 MFC IAW ATR JIC 31-48-81. PERFORMED OPERATIONAL CHECK SATISFACTORILY. RETURNED AIRCRAFT TO SERVICE. (X)									
3350 SIMA	399AT 399	AEROSP ATR72212				BATTERY 3012000	DISCHARGED CABIN		1/23/98 SIMA980231
DFW - FLT 3814 - SEVERAL OF THE EMERGENCY FLOOR LIGHTING ARE INOP, ALONG WITH THE AFT EMERGENCY EXIT LIGHTS. R/T'D BATTERY PACK AND POWER SUPPLY, 72WL AND FUSE IN POWER SUPPLY 62WL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	399AT 399	AEROSP ATR72212				POWER SUPPLY 3012001	INOPERATIVE CABIN		1/23/98 98ZZZM194
DFW - FLT 3814 - SEVERAL OF THE EMERGENCY FLOOR LIGHTING ARE INOP, ALONG WITH THE AFT EMERGENCY EXIT LIGHTS. R/T'D BATTERY PACK AND POWER SUPPLY, 72WL AND FUSE IN POWER SUPPLY 62WL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	399AT 399	AEROSP ATR72212				FUSE F18L250V	FAILED CABIN		1/23/98 98ZZZM195
DFW - FLT 3814 - SEVERAL OF THE EMERGENCY FLOOR LIGHTING ARE INOP, ALONG WITH THE AFT EMERGENCY EXIT LIGHTS. R/T'D BATTERY PACK AND POWER SUPPLY, 72WL AND FUSE IN POWER SUPPLY 62WL. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326

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5315 ASOA	642AS 395	AEROSP ATR72212				FLOOR BEAM S53672406208	CORRODED FUSELAGE	8489	12/26/97 ASOA97072
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON FLOOR BEAM AT FRAME 36. REPAIRED FLOOR BEAM AT FRAME 36. ALL WORK PERFORMED PER EO 72-53-0021 AND IAW SRM CHS 53-00-00 FIG 435, PAGES 498.58, 51-35-00, 51-21-17, AND 51-22-02. (X)									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53570203200	CORRODED FUSELAGE	8489	12/26/97 98ZZZX677
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON SEAT TRACKS BETWEEN FRAMES 23 AND 36. REPLACED AND SPLICED SEAT TRACKS AS NEEDED IAW EO 72-53-0025 AND SRM CHS 51-21-17, 27, 31, 51-22-02, 51-25-01, 02, 53-53-00, AND MIL-HBDK-5, 8.1, 8.1.5, AND 8.1.6. REF: OPERATOR CONTROL NRS ASOA97071 AND 98ZZZX676.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S5367801246	CORRODED FUSELAGE	8489	12/26/97 98ZZZX676
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON SEAT TRACKS BETWEEN FRAMES 23 AND 36. REPLACED AND SPLICED SEAT TRACKS AS NEEDED IAW EO 72-53-0025 AND SRM CHS 51-21-17, 27, 31, 51-22-02, 51-25-01, 02, 53-53-00, AND MIL-HBDK-5, 8.1, 8.1.5, AND 8.1.6. REF: OPERATOR CONTROL NRS ASOA97071, AND 98ZZZX677.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S5367801244	CORRODED FUSELAGE	8489	12/26/97 ASOA97071
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON SEAT TRACKS BETWEEN FRAMES 23 AND 36. REPLACED AND SPLICED SEAT TRACKS AS NEEDED IAW EO 72-53-0025 AND SRM CHS 51-21-17, 27, 31, 51-22-02, 51-25-01, 02, 53-53-00, AND MIL-HBDK-5, 8.1, 8.1.5, AND 8.1.6. REF: OPERATOR CONTROL NRS 98ZZZX676, AND 98ZZZX677. (X)									
5311 AALA	14053 420	AIRBUS A300B4605R				FRAME	CORRODED BS 572		12/16/97 AALA972481
TUL - BELL FRAME CORRODED AT STATION 57.2 FRONG AND BACK SIDE BETWEEN STRINGER 55R AND 55L. REPAIRED BELL FRAME PER SRM 53-10-13 ALODINED PRIMED AND PAINTED PER SRM 51-75-10. (M)									
5311 AALA	14053 420	AIRBUS A300B4605R				FRAME	CORRODED FUSELAGE		12/16/97 AALA972483
TUL - BELLFRAME AT FRAME STATION 60 HAS CORROSION ON AFT SIDE. INSTALLED DOUBLER AS PER SRM 53-10-13. (M)									
5313 AALA	14053 420	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE		12/13/97 AALA972461
TUL - TOP OF STRINGER HAS CORROSION ON IT STRINGER 54 FROM FRAME 19 TO 20. INSTALLED STRINGER REPAIR PER SRM 53-10-14 PAGE 203 AND 204. (M)									
5313 AALA	14053 420	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE		12/16/97 AALA972482
TUL - STRINGER 49R HAS CORROSION AT FRAME STATION 60 ON FORWARD SIDE. INSTALLED DOUBLER AND FILLER AS PER SRM 53-10-14 WHERE CORRODED SECTION OF LONGERON REMOVED. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED FUSELAGE		12/13/97 AALA972462
TUL - FOUND CORROSION ALONG SUPPORT AT SEVERAL PLACES BETWEEN FRAME 60-63. REMOVED AND REPLACED FRAME SUPPORT FROM FRAME 59-64 PER SRM 53-10-14. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				INTERCOSTAL	CORRODED CARGO COMPT		12/12/97 AALA972460
TUL - FOUND CORROSION ON INTERCOSTAL RT SIDE CARGO COMPT. REMOVED CORROSION AND INSTALLED DOUBLER PER SRM 51-71-30. (M)									
5320 AALA	77080 626	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		12/8/97 AALA972393
TUL - FOUND CORROSION OIL FLOOR SUPPORT AT FRAME 63 BETWEEN ROLLER TRAYS 2 AND 3. REMOVED AND REPLACED DAMAGED SECTION PER SRM 54-74-40. (M)									

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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5347 AALA	14053 420	AIRBUS A300B4605R				SEAT TRACK	CORRODED BS 1976		12/18/97 AALA972458
TUL - FOUND CORROSION ON NR 3 SEAT TRACK. INSTALLED NEW SEAT TRACK PER SRM 51-72-10-0. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				ROLLER TRAY	CORRODED CARGO COMPT		12/15/97 AALA972457
TUL - FOUND CORROSION ON NR 3 ROLLER TRAY. REPLACED NR 3 ROLLER TRAY BETWEEN FRAMES 30 TO 32 PER SRM 53-10-15. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				ROLLER TRAY	CORRODED CARGO COMPT		12/15/97 AALA972459
TUL - FOUND CORROSION ON OUTBOARD SIDE OF ROLLER TRAY, FORWARD CARGO NR 1 TRAY LEFT SIDE OF A/C. INSTALLED NEW SECTION OF ROLLER TRAY, NR 1 LEFT SIDE OF FWD CARGO BETWEEN FRAMES 27 TO 31, PR 53-10-15. (M)									
2560 UALA	408UA 457	AIRBUS A320232	IAE V2527A5			SLIDE INDICATION	MALFUNCTIONED 1R DOOR		9/5/97 97UAL900678
DOOR 1 RIGHT SLIDE INDICATION DOES NOT SHOW ON ECAM. *S/D* DEFECTIVE PROXIMITY SWITCH. REPLACED SWITCH AND OPERATIONALLY CHECKED DOOR ARMING SYSTEM, ECAM MESSAGE OK.									
2612 UALA	423UA 504	AIRBUS A320232	IAE V2527A5			FIRE TEST	FAILED CARGO COMPT		9/5/97 97UAL900681
WHEN CREW DOES FIRE TEST OF BOTH CARGO PITS, SYSTEM IS NOT TESTING PROPERLY, RECEIVES 'LAV AND CARGO SMOKE FAULT'. *S/D* MECHANIC CHECKED PINS ON SMOKE DETECTOR CONTROL UNIT, CHECKED OK. RECYCLED POWER, OP CHECKS OK.									
2844 UALA	410UA 463	AIRBUS A320232	IAE V2527A5			FUEL TANK	LOW PRESSURE CENTER WING		9/14/97 97UAL900708
CENTER FUEL TANK LOW PRESSURE INDICATION RESULTED IN RETURN TO FIELD AFTER TAKEOFF.									
3230 UALA	409UA 462	AIRBUS A320232	IAE V2527A5			RETRACT MECH	MALFUNCTIONED NLG		2/2/98 98UAL900045
NOSE LANDING GEAR FAILED TO RETRACT.									
3246 UALA	413UA 470	AIRBUS A320232	IAE V2527A5			WHEELS	OUT OF BALANCE NLG		8/30/97 97UAL900650
EXPERIENCED SIGNIFICANT VIBRATION ON TAKEOFF FROM ROTATION UNTIL AFTER LANDING GEAR UP. SUSPECT NOSEWHEEL. *S/D* REPLACED BOTH NOSE WHEELS AND INSPECTED NOSE GEAR. NO FAULTS FOUND.									
3350 UALA	405UA 452	AIRBUS A320232	IAE V2527A5			BATTERY PACK	DISCHARGED CABIN		9/1/97 97UAL900661
ESCAPE PATH LIGHTING IN FIRST CLASS AND FIRST TWO ROWS IN COACH INOP. REPLACED FWD PWR SUPPLY AND INSTALLED NEW BATTERY PACK, OPS CHECKED OK.									
5270 UALA	426UA 510	AIRBUS A320232	IAE V2527A5			DOOR LIGHT	ILLUMINATED CARGO COMPT		9/10/97 97UAL900700
AFTER TAKEOFF, CARGO DOOR LIGHT CAME ON AND AIRCRAFT WOULD NOT PRESSURIZE. RETURNED TO LAX. *S/D* CARGO DOOR HANDLE FLAP ASSY (P/N D5237130200000) DID NOT FULLY ENGAGE LOCK PIN ON HANDLE ASSEMBLY. VIBRATION CAUSED BY TAKEOFF RESULTED IN MOVEMENT OF HANDLE OUTBOARD AND CONSEQUENT ACTIVATION OF VENT FLAP ON CARGO DOOR. AIRCRAFT WOULD NOT PRESURIZE WITH VENT FLAP OPEN. MAINTENANCE ADJUSTED HANDLE FLAP, VENT DOOR AND PROXIMITY SENSOR PER AIRBUS MM. NO OTHER FAULTS NOTED.									
2160 RAIA	433AM 885	BAG JETSTM3201				VALVE 7252C000	FAILED LT ACM		1/7/98 RAIA980108
FLT 7476 - STL - CREW REPORTED SMOKE IN COCKPIT. MAINTENANCE INSPECTED AND FOUND FAULTY TEMPERATURE CONTROL VALVE ON LEFT SIDE. REPLACED LEFT TEMP CONTROL VALVE. (M)									

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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2350 REXA	302PX 661	BAG JETSTM3101				CONTROL PANEL B692254	FAILED RT COCKPIT		1/15/98 REXA98015
FO AUDIO PANEL WENT OUT AND NO RADION CONTACT WAS HEARD. REMOVED AND REPLACED AUDIO CONTROL PANEL. OPS CHECK GOOD. (M)									
2350 REXA	302PX 661	BAG JETSTM3101				STATION BOX B692254	FAILED RT COCKPIT		1/15/98 REXA98016
F/O INTERCOM INOP W/2 DIFFERENT HEAD SETS. F/O HEARD BUZZING SOUND PRIOR TO INTERCOM BECOMING INOP. REMOVED AND REPLACED F/O'S STATION BOX. OPS CHECK GOOD. (M)									
2611 RAIA	875JX 875	BAG JETSTM3201				CONNECTOR CA3108R12S3SF80	INOP LT ENGINE		1/3/98 RAIA980101
FLT 7344 - STL - LEFT SRL CAPTION ILLUMINATED DURING APPLICATION OF TAKEOFF POWER. MAINTENANCE REPLACED WIRE CONNECTION AT LEFT ENGINE T2 SENSOR. (M)									
2611 VTZA	481UE 895	BAG JETSTM3201				CONNECTOR	DIRTY BAGG COMPT		1/8/98 VTZA98062
FLT 6254 - AIB-IAD - DURING DESCENT, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS POD SMOKE DETECTION WARNING LIGHT ILLUMINATED. AIRCRAFT WENT TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED SMOKE DETECTOR CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
2612 RAIA	434AM 887	BAG JETSTM3201				CONTROLLER 51653151	FAILED LT ENGINE		1/7/98 RAIA980105
FLT 7100 - STL - LEFT ENGINE FIRE LIGHT ILLUMINATED, CREW DISCHARGED BOTH FIRE BOTTLES, SHUT ENGINE DOWN, UNLOADED PASSENGERS. MAINTENANCE REPLACED LEFT ENGINE FIRE WIRE CONTROLLER. (M)									
2910 VTZA	494UE 810	BAG JETSTM3201				HYD LINE 1379305A85	FAILED MLG		1/4/98 VTZA98002
FLT 6197 - PHL-IAD - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO BOTH HYDRAULIC SYSTEMS WENT TO ZERO INDICATION. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE IS IN THE PROCESS OF TROUBLESHOOTING PROBLEM. MAINTENANCE INSPECTED AND REMOVED AND REPLACED MLG ACTUATOR UP PRESSURE LINE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3010 RAIA	426AM 874	BAG JETSTM3201				SWITCH 1D1468155	FAILED WING DE-ICE	14215	1/14/98 RAIA980114
FLT 7394 - STL - WING DE-ICE LIGHT DOES NOT ILLUMINATE IN FLIGHT. MAINTENANCE REPLACED WING DE-ICE BOOT PRESSURE SWITCH. (M)									
3230 WTAA	427UE 811	BAG JETSTM3101				RETRACT MECH	MALFUNCTIONED MLG		1/18/98 WTAA980012
SFO - CREW REPORTED MAIN GEAR FAILED TO EXTEND ON INITIAL EXTENSION. ALL OPERATIONS NORMAL ON SECOND EXTENSION ATTEMPT. MAINTENANCE INSPECTED LANDING GEAR MICROSWITCHES AND WIRE CONNECTIONS ON GEAR CONTROL VALVE. NO DEFECTS NOTED. COULD NOT DUPLICATE DISCREPANCY. AIRCRAFT RETURNED TO SERVICE. (M)									
3230 VTZA	370MT 800	BAG JETSTM3201				RETRACT MECH	MALFUNCTIONED LT MLG		12/31/97 VTZA97718
FLT 6372 - IAD-ALB - DURING LANDING, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS NO LEFT GEAR WARNING LIGHT ON GEAR EXTENSION. AIRCRAFT LANDED AND WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND AIRCRAFT BEING FERRIED TO IAD. MAINTENANCE INSPECTED AND PERFORMED GEAR SWING AND FOUND NO DEFECTS AND COULD NOT DUPLICATE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR SERVICE. (M)									
3260 WTAA	403UE 743	BAG JETSTM3101				WIRE	BROKEN NLG		1/13/98 WTAA980008
FAT - NOSE GEAR INTRANSIT LIGHT FAILED TO ILLUMINATE. MAINTENANCE REPAIRED BROKEN WIRE AT UPLOCK MICROSWITCH. OPERATION CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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3260 RAIA	428AM 877	BAG JETSTM3201				SWITCH 9005EN38	FAILED NLG	3358	1/13/98 RAIA980111
FLT 7418 - STL - NOSE GEAR DOWN AND LOCKED INDICATION FLICKERS WITH GEAR IN THE UP AND LOCKED POSITION. MAINTENANCE REPLACED NOSE GEAR DOWN LOCK SWITCH. (M)									
3310 WTAA	402UE 734	BAG JETSTM3101				BULB 2621337040	FAILED COCKPIT		1/9/98 WTAA980005
SFO - SMOKE REPORTED IN COCKPIT DURING CRUISE. CREW DECLARED EMERGENCY AIRCRAFT RETURNED TO STATION. MAINTENANCE FOUND AUXILIARY HEAT BACKLIGHTING INOPERATIVE AT FIRST OFFICERS SKIRT PANEL. DEFERRED BACKLIGHTING PER MEL 33-1. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY RELAMPING AUXILIARY HEAT BACKLIGHTING. OPERATIONAL CHECK SATISFACTORY. (M)									
3310 RAIA	423AM 858	BAG JETSTM3201				PANEL 13730390K8	SHORTED RT COCKPIT		1/14/98 RAIA980112
FLT 7075 - STL - SMOKE COMING FROM FIRST OFFICERS SKIRT PANEL. MAINTENANCE REPLACED FIRST OFFICERS SKIRT PANEL. (M)									
3310 RAIA	423AM 858	BAG JETSTM3201				CONVERTER LT52A	FAILED LT COCKPIT		1/15/98 RAIA980115
FLT 7416 - EVV - SMOKE COMING FROM FIRST OFFICERS SKIRT PANEL. MAINTENANCE REPLACED SKIRT PANEL BACKLIGHTING CONVERTER. (M)									
3413 VTZA	487UE 906	BAG JETSTM3201				VSI INDICATOR A3206910106	FAILURE RT COCKPIT		1/7/98 VTZA98008
FLT 6248 - IAD-BGM - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO CAPTAINS VSI SCREEN WENT BLANK. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED VIS INDICATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3425 REXA	330PX 698	BAG JETSTM3101				CIRCUIT BREAKER	TRIPPED LT HSI		1/19/98 REXA98019
COMPASS SPLIT, LEFT APPEARS TO BE OFF. RESET LEFT HSI CIRCUIT BREAKER. (M)									
3425 RAIA	875JX 875	BAG JETSTM3201				HSI 7002493902	FAILED RT COCKPIT		1/7/98 RAIA980106
FLT 7396 - STL - FIRST OFFICERS HSI FAILED. MAINTENANCE REPLACED FIRST OFFICERS HSI. (M)									
3452 VTZA	494UE 810	BAG JETSTM3201				ADAPTER 6226590001	FAILURE E/E COMPT		1/7/98 VTZA98009
FLT 6551 - IAD-CLE - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO BOTH TRANSPONDERS FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED CAD C-2 COUPLER ADAPTER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
6120 VTZA	370MT 800	BAG JETSTM3201				NTS VALVE 31028701	FAILED NR 1 ENGINE		1/5/98 VTZA98004
FLT 6475 - IAD-SCE - DURING TAXI FLIGHT, AIRCRAFT RETURNED TO GATE DUE TO NR 1 ENGINE FLAMED OUT ON TAXI. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NTS VALVE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
6122 REXA	303PX 662	BAG JETSTM3101				PROP GOVERNOR 8210263	FAILED RT ENGINE		1/15/98 REXA98018
RIGHT RPM GAUGE STUCK AT 100 PERCENT. REMOVED AND REPLACED RIGHT PROP GOVERNOR. (M)									

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7712 VTZA	497UE 904	BAG JETSTM3201				TQ SIGNAL COND 8974764	OUT OF ADJUST LT ENGINE	1/12/98	VTZA98011
FLT 6319 - IAD-CLE - DURING CLIMB, EXPERIENCED A PROBLEM WITH THE LEFT TORQUE GAUGE GOING TO 120 PERCENT. AIRCRAFT RETURNED TO IAD AND THE GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED TO THE AIRCRFT AND FOUND THAT THERE WAS OIL IN THE STRAIN GAUGE CANNON PLUG. MAINTENANCE CLEANED THE OIL FROM THE CANNON PLUG AND RECALIBRATED THE TORQUE SIGNAL CONDITIONER IAW ALL MAINTENANCE PROCEDURES. ALL REQUIRED CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
7722 VTZA	370MT 800	BAG JETSTM3201				CONNECTOR	DIRTY RT ENGINE	1/7/98	VTZA98007
FLT 6332 - IAD-PIT - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RT EGT FLUCTUATION 600 TO 0 DEGREES AND SRL WAS OFF. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED THE ZONE 2 CANNON PLUG AND PERFORMED ENGINE RUN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7722 RAIA	426AM 874	BAG JETSTM3201				SENSOR 56B17A	FAILED LT EGT	11177	1/7/98 RAIA980107
FLT 7486 - STL - LEFT ENGINE EGT FLUCTUATES 100 DEGREES CELSIUS. MAINTENANCE REPLACED LEFT ENGINE T-2 SENSOR. (M)									
3233 JJBA	854CA UE60	BEECH 1900D				ACTUATOR	FAILED LT MLG	9416 72	1/21/97 98ZZZX627
PHL - FLT 4474 - GEAR WOULD NOT EXTEND. LT MLG ACTUATOR LEAKING. REMOVED AND REPLACED LT MLG ACTUATOR. GROUND OPS CHECK IAW CHAPTER 32.									
6111 EY2R		BEECH 1900D		HARTZL HCE4A3A		BEARING 57C0792	CRACKED BLADE	8658 4101	12/16/97 98ZZZX560
BLADE INNER BEARING HALF CRACKED. CRACK IS APPROXIMATELY 2.750 INCHES LONG IN ONE-HALF ONLY.									
6120 MASA	218YV UE218	BEECH 1900D			1299100001	PRESSURE SWITCH 5038912121	FAILED LT ENGINE	1/1/98	MASA98002
PIT/MBS - FLT 5999 - LEFT AUTOFEATHER FAILED ON CLIMB-OUT. MAINTENANCE REMOVED AND REPLACED PRESSURE SWITCH. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
7320 KCQA *****	499CZ U81	BEECH 99A	PWA PT6A27			ROD END 3008787	DEFECTIVE CAM BOX TO FCU	1/13/98	98ZZZX534
ENGINE POWER WOULD NOT DECREASE DUE TO TIGHT ROD END CONNECTOR FROM CAM BOX TO FCU DEFECTIVE. TAT: 30,824 HOURS. ENGINE TSN: 4,295 HOURS. ENGINE TSO: 1,129 HOURS.									
2150 DALA	499DA 21143	BOEING 727232			B70402	CONTROLLER 214001048	MALFUNCTIONED LT/RT PACK	2/5/98	DL72S980317
AT FL 2500 WITH ONE PACK RUNNING, CABIN STARTED TO CLIMB, DIVERTED INTO DFW. MAINTENANCE IN PROGRESS. RT PACK ON PREVIOUS MCO. RT PACK REPLACED ACM. CKS GOOD. LT PACK REPLACED 35 DEGREE SENSOR AND 35 DEGREE CONTROLLER. PRESSURIZED A/C USING BOTH PACKS, CKS GOOD.									
2611 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY CARGO COMPT	1/15/98	EISA98004
CARGO SMOKE DETECTOR ILLUMINATED. CLEANED CONNECTORS AND BLEW OUT ALL DETECTORS WITH DRY NITROGEN, OPS CHECK OK IAW MM 26-00. (M)									
2612 EISA	366PA 22538	BOEING 727221				FIRE BELL	SOUNDED COCKPIT	1/25/98	EISA98006
DURING CLIMB-OUT, FIRE BELL SOUNDED AND NO LIGHT. RERACKED FIRE DETECTOR UNIT. OPS CHECK GOOD IAW MM 26-00-00. (M)									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY NR 2 ENGINE	1/16/98	EISA98005
FIRE WARNING BELL, NO LIGHT. CLEANED FIREWALL ELECTRICAL CONNECTORS ON NR 2 ENGINE AND RESEALED CONNECTORS. (M)									

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2613 GAIA	279US 21158	BOEING 727251				OVERHEAT LOOP 356802255	FAILED AFT FUSELAGE		1/13/98 GAIA9804
FLT 739 - LEFT OAK AND EXPERIENCED A LOWER AFT BODY OVERHEAT LIGHT ON. RAN CHECKLIST. LIGHT DID NOT GO OUT. RETURNED TO OAK AFTER DECLARING AND EMERGENCY. AN UNEVENTFUL LANDING WAS MADE. REMOVED AND REPLACED LEFT SECTION 48 OVERHEAT LOOP PER MM 26-14-00. OPS CHECK GOOD ON ENGINE RUN UP AT MAX POWER SETTING. (M)									
2750 AMTA	766AT 21999	BOEING 727227				RETRACT MECH	MALFUNCTIONED TE FLAPS		11/9/97 98ZZZM191
FLT 5039 - AT ATL, DURING DESCENT SPLIT FLAPS ON APPROACH TO ATL. INBOARD FLAPS DID NOT MOVE FROM 0 DEGREES. USED ALTERNATE FLAP SYSTEM TO EXTEND FLAPS. INSPECT FLAPS (INBD) AND RUN FLAPS SEVERAL TIMES. NO DEFECTS NOTED. (M)									
2750 AMTA	766AT 21999	BOEING 727227				RETRACT MECH	OUT OF ADJUST TE FLAPS		11/18/97 98ZZZM188
FLT 511 - AT MDW, DURING TAKEOFF, AIRCRAFT REQUIRED 2 UNITS LEFT RUDDER TRIM. WHEN FLAPS UP, WENT TO 1 UNIT RIGHT TRIM. WHEN EXTENDING FLAPS TO 2, A/C IMMEDIATELY ROLLED LEFT AND REQUIRED 2 UNITS LEFT TRIM. ADJUSTED AND INSPECTED FLAPS.									
2751 AMTA	766AT 21999	BOEING 727227				INDICATOR 10619263	FAILED TE FLAPS		11/10/97 98ZZZM190
FLT 7053 - AT HOW, DURING TAXI, TURNED BACK TO GATE DURING TAXI OUT INBOARD FLAP GAUGE INDICATED 15 DEGREE FLAPS THEN MOVED TO 0 DEGREES. FLAPS REMAINED AT 15 DEGREES SETTING. REMOVED AND REPLACED INBOARD FLAP INDICATOR.									
2751 AMTA	766AT 21999	BOEING 727227				INDICATOR	MALFUNCTIONED TE FLAPS		11/12/97 98ZZZM189
FLT 540 - AT MCO, DURING TAXI AFTER LANDING, THE FLAPS WERE RETRACTED AND THE OUTBOARD FLAPS INDICATED UP. WHILE THE INBOARD FLAPS INDICATED DOWN. REMOVED AND REPLACED INBOARD FLAP INDICATOR.									
2751 C8GA	357KP 20675	BOEING 727230				INDICATION	MALFUNCTIONED TE FLAPS		1/16/98 98ZZZM192
FLT 172 - BDL-PHL - AFTER T/O AND FLAP RETRACTION, NR 2 SLAT INDICATED INTRANSIT. FLAPS RETURNED TO 2 DEGREES, NO GREEN SAFE LIGHT. FLAPS RETURNED TO UP POSITION, NR 2 SLAT INDICATED INTRANSIT AND NR 6 INDICATED DOWN. FLAPS RETURNED TO UP WITH SAME SLATS INDICATED. OPERATED FLAPS UP AND DOWN SEVERAL TIMES. CHECKS SATISFACTORILY. SUSPECT WEATHER CONDITION, FREEZING RAIN. A/C OK FOR SERVICE. NO FURTHER SUBSEQUENT INDICATIONS.									
2782 DALA	472DA 20749	BOEING 727232				ACTUATOR MOUNT	CRACKED NR 2 LE FLAP		1/21/98 DL72K980314
AT MV2, FOUND CRACK NR 2 FLAP O/B MOUNT CORRODED. FABRICATED REP AIR DOUBLER PER MM 57-20-21 FIG 807. INSTALLED REPAIRED ACTUATOR MOUNT ON A/C.									
2782 FDEA	504FE 18274	BOEING 72725				ACTUATOR 651781823	FAILED NR 2 LE SLAT		2/10/98 98FDEA00090
NR 2 LED WOULD NOT RETRACT AFTER T/O. ACCOMPLISHED RED TABS. REMOVED AND REPLACED NR 2 SLAT ACT THRU STEP G AS PER M/M 27-81-32 PG 408.80531. COMPLETED INSTALLATION, CONNECTED ROD END AND INSTALLED PANELS, LEAK AND OPS CK OK.									
2823 AMTA	769AT 21998	BOEING 727227				FUEL S/O VALVE	FAILED NR 1 ENGINE		11/23/97 98ZZZM185
FLT NR 1457 - AT IND, DURING TAXI, TURNED BACK TO GATE ON ENGINE START NR 1 ENGINE FUEL SHUTOFF VALVE LIGHT STAYED ON BRIGHT. ENGINE DID NOT STAY RUNNING. REMOVED AND REPLACED NR 1 ENGIEN FUEL SHUTOFF VALVE. (M)									
2823 AMTA	769AT 21998	BOEING 727227				FUEL S/O VLV	FAILED NR 2 ENGINE		11/8/97 98ZZZM186
FLT NR 432 - AT MCO, DURING TAXI, TURNED BACK TO GATE NR 2 ENGINE FLAMED OUT AFTER ENGINE START. REMOVED AND REPLACED NR 2 ENGINE FUEL SHUTOFF VALVE.									

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2823 AMTA	769AT 21998	BOEING 727227				FUEL S/O VLV	FAILED NR 3 ENGINE		11/3/97 98ZZZM187
FLT 432 - AT MCO, DURING TAXI, TURNED BACK TO GATE NR 3 ENGINE SHUT DOWN AFTER START. NO FUEL FLOW. REMOVED AND REPLACED NR 3 ENGINE FUEL SHUTOFF VALVE.									
3030 FDEA	167FE 18864	BOEING 72722				HEATER 9844886G1	INOPERATIVE RT STATIC PORT		2/4/98 98FDEA00085
RIGHT STATIC LIGHT ON PITOT STATIC HEATER MONITOR PANEL ILLUMINATED WITH RIGHT SWITCH ON. FOUND FIRST OFFICER'S RIGHT STATIC PORT NOT HEATING. REPLACED HEATER, OPERATIONAL CHECKED PER MAINTENANCE MANUAL 30-31-0. LEAK CHECKED PER MAINTENANCE MANUAL 34-11-0.									
3211 UALA	7264U 21411	BOEING 727222	PWA JT8D15			NUT H1977724	SPLIT LT MLG		1/9/98 98UAL900012
LEFT HAND MAIN LANDING GEAR FORWARD TRUNNION SUPPORT FITTING STUD INBOARD NUT SPLIT IN HALF. *S/D* REPLACED LEFT HAND MLG TRUNNION SUPPORT FITTING STUD INBOARD NUT AND WASHER, INSTALLED ROLLPIN AND SAFETIED. CHECK OF NUTS ACCOMPLISH AT A AND HIGHER CHECKS.									
3230 GAIA	69740 20668	BOEING 727224				RETRACT MECH	MALFUNCTIONED NLG		1/19/98 GAIA9805
FLT 740 - DFW-MSY - CREW REPORTED ON LOG PAGE 1086-11 AFTER TAKEOFF NOSE GEAR WOULD NOT RETRACT. RETURNED TO DFW WITHOUT INCIDENT. INSPECTED GEAR. PERFORMED GEAR SWING IAW BOEING MM 32-32-0 PAGE 501. COULD NOT DUPLICATE PROBLEM AIRCRAFT RETURNED TO SERVICE. (M)									
3310 RYNA	436EX 19289	BOEING 72751C				LIGHT 1041021	BURNED COCKPIT		1/18/98 98ZZZM198
FLT 6704 - IND-SEA - HAD AN AIR RETURN TO IND CLIMBING OUT OF IND CREW EXPERIENCED A STRONG ELECTRICAL ODOR AND SMOKE WAS CLEARLY VISIBLE UNDER CAPTAINS GLARESHIELD. REMOVED AND REPLACED BOTH INBOARD FLOURESCENT LIGHT SOCKETS. (M)									
3350 RYNA	7638U 19911	BOEING 727222				LIGHT 1000677	FAILED CABIN		12/30/97 98ZZZM197
DURING PREFLIGHT IN DAY, COCKPIT EMERGENCY EXIT LIGHTS INOPERATIVE. REMOVED AND REPLACED EMERGENCY EXIT LIGHT IN COCKPIT. (M)									
3350 RYNA	7645U 20039	BOEING 727222				LIGHT 1000677	FAILED CABIN		1/17/98 98ZZZM196
DURING PREFLIGHT IN DAY, EMERGENCY EXIT LIGHT L-1 DOOR INOPERATIVE. REMOVED AND REPLACED ENTRY DOOR L-1 EMERGENCY EXIT LIGHT ASSEMBLY.									
3350 UALA	7260U 21407	BOEING 727222	PWA JT8D15			LIGHT	INOPERATIVE CABIN		9/4/97 97UAL900677
EEL SYSTEM SECTION INOPERATIVE AT THE OVERWING EXIT. *S/D* MAINTENANCE FOUND A BROKEN LAMP SECTION. LAMP SECTION REPLACED AND SYSTEM CHECKED OK.									
3350 UALA	7288U 21566	BOEING 727222	PWA JT8D15			BATTERY S106	DISCHARGED CABIN		1/25/98 98UAL900034
CEILING EMERGENCY EXIT SIGN BETWEEN FORWARD DOORS IS INOPERATIVE. *S/D* REPLACED FAILED BATTERY.									
3350 UALA	7442U 21896	BOEING 727222	PWA JT8D15			BATTERY PACK	DISCHARGED CABIN		9/13/97 97UAL900704
EMERGENCY SIGN BETWEEN FORWARD ENTRANCE AND FORWARD GALLEY DOOR INOPERATIVE. REPLACED BATTERY PACK.									
3350 UALA	7450U 21904	BOEING 727222	PWA JT8D15			SIGN	INOPERATIVE CABIN		2/4/98 98UAL900047
EMERGENCY EXIT SIGN AT FWD GALLEY DOOR INOPERATIVE.									

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3350 K3HA	354PA 20624	BOEING 727225				BULB 3071BPEGPL	FAILED CABIN		2/7/98 K3HA980011
EMERGENCY PATH LIGHT AT SEAT 3ABC INOP. RELAMPED EMERGENCY PATH LIGHT AT SEAT 3ABC, OPS CHECK OK.									
3350 K3HA	8880Z 21453	BOEING 727225				WIRING	OUT OF POSITION CABIN		2/9/98 K3HA980012
EMERGENCY TRACK LIGHTING OFF TRACK ON FIRST ROW. TRIM OUT MOLDING AND INSTALLED LENS. REPOSITION WIRING AND INSTALL TRACK.									
3350 TAOA	925TS 21244	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		1/15/98 TAOA019809
FLT 6141 - BOS-LGA - FOUND ON L/S CHECK, OVERHEAD EMERGENCY EXI LIGHT AT ROW 3 ABC INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50. (M)									
3350 DALA	420DA 21273	BOEING 727232				LIGHT BR9279108	INOPERATIVE CABIN		1/9/98 DL72S980350
FWD OVERWING EMERG EXIT SIGN, LOWER INOP. FOUND ON NR 2 L/O. REPLACED LIGHT ASSY.									
3350 NWAA	288US 21376	BOEING 727251				POWER SUPPLY	INOPERATIVE CABIN		1/29/98 9802182288
DURING PREFLIGHT, FOUND RIGHT FORWARD OVERWING EMERGENCY EXIT EXTERIOR LIGHT INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	288US 21376	BOEING 727251				BATTERY	DISCHARGED CABIN		1/29/98 9802192288
AFT AIRSTAIR EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK OK.									
3350 IPXA	946UP 19721	BOEING 72725C				BATTERY	DISCHARGED CABIN		2/8/98 UPS98225718
INSPECTION TYPE-N/A. EMERGENCY LIGHT RECEIVER BATTERIES NEED REPLACEMENT. ACCOMPLISHED TASK CARD 2403, EMERGENCY LIGHT RECEIVER BATTERIES REMOVED AND REPLACED BATTERIES, OPS CHECK NORMAL.									
5210 UALA	7265U 21412	BOEING 727222	PWA JT8D15			MECHANISM	FAILED 2R DOOR		9/21/97 97UAL900724
DOOR 2R WILL NOT OPEN FROM INSIDE OR OUTSIDE.									
5230 DHLA	717DH 19389	BOEING 72723				MACHANISM	LACK OF LUBE CARGO DOOR		2/5/98 DHL98717001
AFTER DEP, CARGO DOOR 'UNLOCKED' LIGHT ILLUMINATED, LOST PRESSURIZATION. LIGHT WENT OUT, REGAINED PRESSURIZATION. LIGHT ILLUMINATED AGAIN AND LOST PRESSURIZATION. LIGHT WENT OUT, PRESSURIZATION NEVER RETURNED TO NORMAL. INSPECTED CARGO DOOR, CYCLED DOOR SEVERAL TIMES, LUBED LOCKS AND ROLLERS. COULD NOT DUPLICATE PROBLEM.									
5311 AALA	871AA 21383	BOEING 727223				FRAME	CORRODED BS 1166		12/9/97 AALA972348
TUL - BELT FRAME AT STRINGER 16R STATION 1166 CORRODED. BLENDED OUT CORROSION PER SRM 51-10-6. CUT OUT CORROSION, INSTALLED FILLER AND DOUBLER PER SRM 53-10-4. TREATED AND PRIMED ALL PARTS. (M)									
5312 DHLA	707DH 18321	BOEING 72722				BULKHEAD	CRACKED BS 1183		2/4/98 DHL98707001
FOUND SUSPECTED CRACK AT AFT AIRSTAIR DOOR JAMB (1183 BULKHEAD) RIGHT SIDE AT 2ND STOP FROM THE TOP. CRACKED CONFIRMED, STOP DRILLED CRACK, EDDY CURRENT STOP DRILL, INSTALLED DOUBLER REPAIR PER 98PMSI189D-1B ENGINEERING DRAWING.									

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5312 AALA	873AA 21385	BOEING 727223				BULKHEAD CASTING	CORRODED BS 1183		10/10/97 AALA972155
TUL - CASTING CORRODED STRIGNER 30 AT 1183 BULKHEAD. REPLACED CORRODED CASTING STRINGER 30 AT STATION 1183. (M)									
5312 DALA	472DA 20749	BOEING 727232				BULKHEAD WEB	CRACKED BS 870		1/28/98 DL72K980284
ON MV2, FOUND AT STA 870 BLKHD WEB IS CRACKED AT LWR END JUST LEFT OF DELTA BEAM. REMOVED DAMAGED SECTION OF WEB, FABD NEW REPAIR PER SRM 53-10-9 FIG 4, INSTALLED DOUBLER PER SAME.									
5313 CALA	17402 21265	BOEING 727243				STRINGER	CORRODED BS 680-700		2/3/98 CALA9800179
INSPECTION FOUND STRINGER 28R IN FORWARD CARGO COMPARTMENT CORRODED BETWEEN STA 680 AND 700. THE STRINGER SPLICE WAS REMOVED AND A STRINGER SPLICE WAS FABRICATED AND INSTALLED IAW SRM 53-10-3, 51-30-02, 51-10-2, AND MM 51-20-11.									
5313 CALA	17402 21265	BOEING 727243				STRINGER	CORRODED BS 720		2/4/98 CALA9800190
INSPECTION FOUND STRINGER 27R CORRODED IN AFT CARGO COMPARTMENT BETWEEN STA 720 AND 720A. THE CORRODED SECTION OF STRINGER AND SKIN WERE REMOVED. A STRINGER REPAIR, REPAIR SPLICES, AND DOUBLER WERE FABRICATED AND INSTALLED IAW SRM 51-10-3, FIGURE 1, 53-30-3, FIGURE 3, 51-10-2, 53-10-3, FIGURE 1, AND MM 51-21-2.									
5315 AALA	871AA 21383	BOEING 727223				FLOORBEAM	CORRODED BS 1110		12/9/97 AALA972351
TUL - FOUND CORROSION TOP OF FLOORBEAM STATION 1110 RBL 10. INSTALLED DOUBLER PER SRM 53-10-8. (M)									
5315 AALA	871AA 21383	BOEING 727223				FLOORBEAM	CORRODED BS 380		12/9/97 AALA972347
TUL - TOP OF FLOORBEAM CORRODED STATION 380, RBL 23 INCHES TO RBL 60 INCHES. REMOVED CORROSION FROM FLOORBEAM STATION 380 RBL 23 INCHES TO RBL 60 INCHES PER SRM 51-10-6 AND INSTALLED REPAIR ANGLE TO UPPER AFT FLANGE (CHORD ANGLE) STATION 380 RBL 47 INCHES TO 61 INCHES PER AARD 53-10-07-2 FIG 2 PAGE 4 DATED 3-20-96. TREATED AND PRIMED PER SRM 51-10-2. (M)									
5315 DALA	543DA 22392	BOEING 727232				FLOORBEAM	CRACKED BS 344		2/3/98 DL72S980319
.75 INCH CRACK ON FLOORBEAM STA 344 AT LBL 30 AT FLOOR PANEL FASTENER HOLE. DRILLED UP REPLACEMENT SECTION PER SRM 53-10-8.									
5315 CALA	17402 21265	BOEING 727243				FLOORBEAM	CORRODED BS 380		2/4/98 CALA9800182
INSPECTION FOUND FLOORBEAM CORRODED AT CLIP NUTS, STA 380 BETWEEN RBL 24 AND 45. THE FLOORBEAM WAS REPAIRED IAW SRM 53-10-8.									
5320 FDEA	143FE 19136	BOEING 72721C				CASTING	CORRODED BS 360-380		2/5/98 98FDEA00089
CORROSION (C53-224-02) ON CARGO NET CASTING BS 360 TO 380 IN WELL OF CASTING UNDER NET TIE DOWN RBL 45, WL 208.									
5320 AALA	844AA 20985	BOEING 727223				HINGE BOX	CRACKED GALLEY DOORWAY		11/7/97 AALA972143
TUL - .875 INCH LONG CRACK IN INBOARD FLANGE (SEAL LANDING). REMOVED DAMAGED TOP HINGE BOX. INSTALLED NEW TOP HINGE BOX ON E58 NR 2364338. (M)									
5320 AALA	873AA 21385	BOEING 727223				BEAM	CRACKED BS 1183		11/10/97 AALA972152
TUL - .7 INCH CRACK IN OUTBOARD FLANGE OF THE LBL 36 VERTICAL BEAM 30 INCHES FROM FLOOR LINE. STOP DRILLED CRACK AND INSTALLED DOUBELR PER SB 727-53-0192 FIG 2 DATED 5-30-91.									

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5320 AALA	730AA 20737	BOEING 727227				DITCHING PANEL	CORRODED BS 1068		10/28/97 AALA972031
TUL - DITCHING PANEL CORRODED ON LOWER SIDE AT STATON 1068 BELOW 3 ANGLE FOR LEFT AFT SERVICE DOOR AT F/B SUPPORT ANGLE ATTACH. INSTALLED NEW DITCHING PANEL PER SRM 51-10-1 PAGE 4 DITCHING PANEL WAS TREATED AND PRIMED PER SRM 51-10-2 BEFORE INSTALLATION. (M)									
5320 CALA	17402 21265	BOEING 727243				SUPPORT	CRACKED BS 294.5		2/3/98 CALA9800177
INSPECTION FOUND A 1.5 INCH CRACK ON UPPER FLANGE OF CABIN FLOOR SUPPORT THREE INCHES AFT OF FLOORBEAM AT STA 294.5, RBL 45. THE FLOOR SUPPORT WAS REMOVED, A REPAIR DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-3, FIGURE 1, 51-10-1, 51-40-3, FIGURE 3, AND 51-30-2.									
5320 CALA	17402 21265	BOEING 727243				SUPPORT	CRACKED BS 303.9		2/4/98 CALA9800191
INSPECTION FOUND CABIN FLOOR SUPPORT WEB CRACKED .125 BEYOND STOP DRILL HOLE AT STA 303.9, LBL 45. THE FLOOR SUPPORT WEB WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-2, 51-10-2, AND 51-30-1.									
5320 CALA	17402 21265	BOEING 727243				DOOR FRAME	CRACKED BS 410		2/9/98 CALA9800202
INSPECTION FOUND A 5 INCH CRACK IN UPPER AFT SECTION OF R-1 DOOR FRAME AT BS 410. THE CRACKED SECTION OF DOOR FRAME WAS CUTOUT IAW BOEING DRAWING 69-69978. A NEW SECTION OF FRAME WAS FABRICATED AND INSTALLED IAW SRM 51-30-2, 51-10-2, AND MM 51-20-11.									
5320 CALA	17402 21265	BOEING 727243				WEB	CRACKED BS 872.5		2/7/98 CALA9800198
INSPECTION FOUND A .125 CRACK IN RT MLG WHEEL WELL PRESSURE WEB AT BS 872.5, RBL 52.25. A PRESSURE WEB REPAIR WAS FABRICATED AND INSTALLED IAW ECRA 5310-03671.									
5320 DALA	283WA 21485	BOEING 727247				WEB	CRACKED BS 1240		2/3/98 DL72E980297
FOUND ON B1 LETTER CK, .25 INCH CRACK IN LIGHTENING HOLE LT VERT TORQUE BOX WEB. ROUTED OUT DAMAGED AREA PER MM 53-11-0.									
5320 FDEA	156FE 18289	BOEING 72725				CHORD 65198621	CORRODED BS 351.2		2/5/98 98FDEA00087
CORROSION (C53-224-03) BS 351.2, WL 168, LBL 16 ON NOSE WHEEL WELL CHORD.									
5320 FDEA	156FE 18289	BOEING 72725				CHORD 65198622	CORRODED BS 300		2/5/98 98FDEA00088
WHILE WORKING NR 0259, FOUND CORROSION BS 300, WL 168, RBL 16 ON NOSE WHEEL WELL CHORD.									
5330 DALA	805EA 22436	BOEING 727225				SKIN 65545664	CORRODED BS 490		2/2/98 DL72S980278
FUSELAGE SKIN WAS FOUND CORRODED BETWEEN STA 480 AND 500 AND BETWEEN S28L AND BL 0. THE CORROSION WAS TRIMMED AWAY WITH A 9 BY 20 CUTOUT. REPAIRED PER ERA 363693-14.									
5330 DALA	503DA 21305	BOEING 727232				SKIN	CORRODED BS 715		1/30/98 DL72L980287
CORROSION WAS FOUND IN THE SKIN AT FS 705, BL 0. BECAUSE OF THE CORROSION AND THE PRESENCE OF EXISTING REPAIRS IN THE AREA THE SKIN WAS SPLICED AT APPROX FS 715 FROM STR 26L TO 26R. THE NEW SECTION OF SKIN WAS SPLICED PER B727 SRM 53-30-3, EXCEPT THE SPLICE ENDS WERE MODIFIED TO ACCOMODATE THE S-26 LAP SPLICES. THE REPAIR WAS ACCOMPLISHED PER ER/A 363516-14, REV C.									
5330 CALA	17402 21265	BOEING 727243				SKIN	CRACKED BS 510		2/3/98 CALA9800178
INSPECTION FOUND A 5.25 INCH CRACK IN FUSELAGE SKIN AT STA 510 BETWEEN STRINGER 25 AND 26R. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-30-3. THE DOUBLER AND FILLER WERE INSTALLED IAW SRM 51-30-8 AND 51-30-3.									

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5330 CALA	17402 21265	BOEING 727243				SKIN	CORRODED BS 68		2/4/98 CALA9800181
INSPECTION FOUND FUSELAGE SKIN TEAR STRAP CORRODED IN FORWARD CARGO COMPARTMENT AT BS 68, STRINGER 28R. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-30-4, 51-30-8, 51-30-3, FIGURE 12, AND 51-10-2.									
5330 CALA	17402 21265	BOEING 727243				SKIN	DENTED BS 279		2/4/98 CALA9800183
INSPECTION FOUND FUSELAGE SKIN DENTED AT STA 279, STRINGER 22L. DOUBLER AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 51-30-1, FIGURE 1, 53-30-3, FIGURE 13, 51-10-2, 51-30-2, AND MM 51-20-11.									
5347 GAIA	855AA 20996	BOEING 727223				SEAT TRACK	CORRODED BS 1090		1/1/98 98ZZZM182
LEVEL 2 CORROSION FINDINGS DURNIG C-CHECK AT AAR OKLAHOMA, SEAT TRACK STATION 1090 RBL 24, REPAIRED AAR CARD 2000-0244.									
5347 GAIA	855AA 20996	BOEING 727223				SEAT TRACK	CORRODED BS 760		1/1/98 98ZZZM183
LEVEL 2 CORROSION FINDINGS DURING C-CHECK AT AAR OKLAHOMA, SEAT TRACK STATION 760 RBL 24, REPAIRED AAR CARD 2000-0298.									
5347 GAIA	855AA 20996	BOEING 727223				SEAT TRACK	CORRODED BS 560		1/1/98 GAIA9803
LEVEL 2 CORROSION FINDINGS DURING C-CHECK AT AAR OKLAHOMA, SEAT TRACK STATION 560 LBL 36 REPAIRED AAR CARD 2000-0246. REPAIR ACCOMPLISHED IAW B727 SRM 53-10-5. (M)									
5347 GAIA	855AA 20996	BOEING 727223				SEAT TRACK	CORRODED BS 760		1/1/98 98ZZZM184
LEVEL 2 CORROSION FINDINGS DURING C-CHECK AT AAR OKLAHOMA, SEAT TRACK STATION 760 LBL 24, REPAIRED AAR CARD 2000-0297.									
5347 GAIA	855AA 20996	BOEING 727223				SEAT TRACK	CORRODED BS 560		1/1/98 98ZZZM181
LEVEL 2 CORROSION FINDINGS DURING C-CHECK AT AAR OKLAHOMA, SEAT TRACK STATION 560 LBL 45. REPAIRD AAR CARD 2000-0247.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 1112		2/1/98 B4MR98014
DURING ROUTINE CPCP INSPECTION, FOUND FS 1112 RBL 24 SEAT TRACK HAS CORROSION. REMOVED CORROSION IAW B727 SRM 51-10-6. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED IAW B727 SRM 51-10-1 AND 51-30-2. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 11974.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 480-660		2/1/98 B4MR98027
DURING ROUTINE C-CHECK INSPECTION, FOUND CORROSION BETWEEN STA 480 TO 660 RBL 44 SEAT TRACK. REMOVED CORROSION IAW B727 SRM 51-10-1, FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. REMOVED DAMAGED SEAT TRACK AT STA 480 TO 520 AND STA 580 TO 660 IAW B727 SRM 53-10-5. INSTALLED IAW B727 SRM 51-30-2. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14909.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 1130		2/1/98 B4MR98026
DURING ROUTINE CPCP INSPECTION, FOUND FS 1130 LBL 44 SEAT TRACK HAS CORROSION. REMOVED SEAT TRACK IAW B727 SRM 51-10-6, OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED SEAT TRACK IAW B727 SRM 51-30-2. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 14808.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	WORN BS 783-795		2/1/98 B4MR98025
DURING ROUTINE C-CHECK INSPECTION, FOUND SEAT TRACK WORN BETWEEN FS 783 TO 795 RBL 24. REMOVED CORROSION, CORROSION REMOVAL BEYOND LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5 FIG 2. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14932.									

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5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	WORN BS 880-900	2/1/98	B4MR98023
DURING ROUTINE C-CHECK INSPECTION, FOUND SEAT TRACK WORN BETWEEN FS 880 TO 900 LBL 24. REMOVED WORN AREAS IAW B727 SRM 51-10-1, FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14934.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 950.5-1110	2/1/98	B4MR98016
DURING ROUTINE C-CHECK INSPECTION, FOUND FS 950.5 TO 1110 LBL 24 SEAT TRACK HAS AREA OF CORROSION AND WORN. REMOVED CORROSION IAW B727 SRM 51-10-1, FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14942.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 680-740	2/1/98	B4MR98013
DURING ROUTINE CPCP INSPECTION, FOUND FS 680 TO FS 740 RBL 25 SEAT TRACK HAS CORROSION. REMOVED CORROSION IAW B727 SRM 51-10-6. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5 FIG 1. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 11978.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 1130-1170	2/1/98	B4MR98015
DURING ROUTINE CPCP INSPECTION, FOUND FROM FS 1130 TO FS 1070 RBL 44 SEAT TRACK HAS CORROSION. REMOVED CORROSION FS 1130 THRU 1170 RBL 44 IAW SRM 51-10-6 OUT OF LIMITS IAW SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5 FIG 7. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 11976.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	WORN BS 720	2/1/98	B4MR98022
DURING ROUTINE C-CHECK INSPECTION, FOUND SEAT TRACK WORN BETWEEN FS 720A AND 720B LBL 44. SEAT TRACK WORN BEYOND LIMITS IAW B727 SRM 53-10-1. INSTALLED NEW SEAT TRACK IAW SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14933.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 950-1050	2/1/98	B4MR98017
DURING ROUTINE C-CHECK INSPECTION, FOUND FS 950F TO 1050 LBL 44 SEAT TRACK HAS AREA OF CORROSION AND WORN. REMOVED WORN AREAS IAW B727 SRM 51-10-1. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14943.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	DAMAGED BS 328-360	2/1/98	B4MR98020
DURING ROUTINE C-CHECK INSPECTION, FOUND SEAT TRACK BETWEEN FS 328 AND 360 RBL 18 HAS DRILL HOLE. REMOVED DAMAGED SEAT TRACK IAW SRM 53-10-5. INSTALLED NEW SEAT TRACK IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14936.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 950-990	2/1/98	B4MR98019
DURING ROUTINE C-CHECK INSPECTION, FOUND FS 950B TO 990 RBL 24 SEAT TRACK HAS AREA OF CORROSION AND WORN. REMOVED CORROSION AND WORN AREAS IAW B727 SRM 51-10-1. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14941.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 1070-1110	2/1/98	B4MR98018
DURING ROUTINE C-CHECK INSPECTION, FOUND FS 1070 TO FS 1110 SEAT TRACK HAS CORROSION AND WORN SPOTS. REMOVED CORROSION AND FOUND TO BE BEYOND LIMITS. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14938.									
5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 480-690	2/1/98	B4MR98024
DURING ROUTINE C-CHECK INSPECTION, FOUND CORROSION STA 480 TO STA 690 RBL 24 SEAT TRACK. REMOVED CORROSION IAW B727 SRM 51-10-1. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED SEAT TRACK IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14910.									

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5347 B4MR	521DB 21266	BOEING 727243				SEAT TRACK	CORRODED BS 950-1030	2/1/98	B4MR98021
DURING ROUTINE C-CHECK INSPECTION, FOUND SEAT TRACK BETWEEN FS 950A AND 1030 RBL 44 HAS SEVERAL AREAS CORROSION AND WORN. REMOVED CORROSION AND WORN AREAS IAW B727 SRM 51-10-1, FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 53-10-5. C-CHECK WORK CARD NUMBER 40090. NON-ROUTINE TASK CARD NUMBER 14937.									
5400 DALA	472DA 20749	BOEING 727232				LIP	GOUGED NR 2 PYLON	1/27/98	DL72K980316
AT MV2, FOUND DEEP GOUGE IN NR 2 PYLON LIP 5 O'CLOCK POSITION. FABRICATED REPAIR DOUBLER/FILLER PER MM 53-11-00 PG 801.									
5511 AALA	873AA 21385	BOEING 727223				SPAR CHORD	CORRODED RT HORIZ STAB	11/10/97	AALA972154
TUL - RIGHT FORWARD SPAR CHORD ANGLE HAS CORROSION FROM FUSELAGE 2073-2088, SECTION OF CHORD PREVIOUSLY GROUND AWAY APPROX 1.187 BY 2.50. INSTALLED DOUBLER REPAIR PER ESO 11697, DATED 10/27/97. (M)									
5520 CALA	17402 21265	BOEING 727243				SUPPORT	CRACKED LT/RT ELEVATOR	2/3/98	CALA9800180
INSPECTION FOUND A 1.25 INCH CRACK IN LT ELEVATOR SUPPORT AT TRAILING EDGE OF ELEVATOR OUTBOARD OF INBOARD TRIM TAB HINGE BEARING. A 1.25 INCH CRACK WAS FOUND IN RT ELEVATOR OUTBOARD SUPPORT FOR ELEVATOR TRAILING EDGE AT TRIM TAB MOUNT AREA. THE SUPPORTS WERE REMOVED, NEW SUPPORTS WERE FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-30-2, AND 51-10-2.									
5522 UALA	7276U 21423	BOEING 727222	PWA JT8D15			SKIN	DAMAGED RT ELEVATOR	9/4/97	97UAL900680
FOUND PORTION OF ENDCAP SKIN TORN OUT OF RIGHT ELEVATOR ON LEFT INBOARD END. APPROXIMATELY 6 X 12 INCH SECTION MISSING AND TWO 6 INCH STRINGERS LAYING LOOSE INSIDE THE ELEVATOR WITH ANOTHER 6 X 6 INCH PORTION OF SKIN MISSING THE RIVETS. *S/D* REPLACED RIGHT ELEVATOR. UNABLE TO DETERMINE THE CAUSE OF THE DAMAGE.									
5522 DALA	471DA 20748	BOEING 727232				SKIN	DAMAGED RT ELEVATOR	2/3/98	DL72K980295
LOWER SKIN DAMAGED 58 INCHES FROM O/B END. REPAIRED PER SRM 55-20-3. NR 2895.									
5522 DALA	501DA 21303	BOEING 727232				SKIN	CRACKED RT ELEVATOR	2/4/98	DL72L980303
FOUND ON F1 LETTER CK 2.5 INCH CRACK ON, THE RT ELEVATOR LOWER SKIN AT THE FWD INBD END. REPAIRED PER MM 55-20-3.									
5530 DALA	472DA 20749	BOEING 727232				STRINGER	CRACKED VERT STAB	1/22/98	DL72K980315
AT MV2, FOUND STRINGER CRACKED FIN ATA 110.4 STR 10 LT STRINGER IS CRACKED INSIDE VERT STAB. FABRICATED REPAIR DOUBLER PER MM 55-30-00 FIG 803.									
5531 IPXA	214UP 21342	BOEING 7272A1				RIB 651869052	CORRODED VERT STAB	2/2/98	UPS98225711
INSPECTION TYPE-SI, FRETTING CORROSION ON VERTICAL STAB L/E FAIRING RIB, FWD LIP AT FIN STA 55.9. RECEIVED NEW TEE-EXTRUDED RIB AND INSTALLED WEB TO NEW RIB PER 727 SRM 51-30-2.									
5532 DALA	283WA 21485	BOEING 727247				SKIN	CRACKED VERT STAB	2/3/98	DL72E980299
FOUND DURING B-1 LETTER CHECK, 1.3125 INCH CRACK VERTICAL STAB SKIN AT BASE LT SIDE JUST ABOVE FUSELAGE STA 1340. REPAIRED PER M/M 55-30-0.									
5720 AALA	871AA 21383	BOEING 727223				GEAR BEAM	CORRODED LT MLG	12/9/97	AALA972345
TUL - FOUND CORROSION ON LOWER MLG BEAM AT AREA. REPAIR PER ESO 11697, DATED 11-17-97. (M)									

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5720 DALA	492DA 21061	BOEING 727232				STIFFENERS	CRACKED NR LE SLAT		1/22/98 DL72S980281
2 EA WING L/E SPAR STIFFENERS CRACKED AT NR 4 L/E SLAT INBD TRACK ROLLER FITTING ATTACH. REPLACED STIFFENERS PER M/M 57-20-21.									
5720 DALA	501DA 21303	BOEING 727232				STIFFENER	CRACKED LT WING		2/4/98 DL72L980304
1 INCH VISIBLE CRACK SPAR STIFFENER AT NR 3 SLAT O/B TRACK I/B SIDE. REPAIRED PER MM 57-20-21 P 813.									
5720 DALA	501DA 21303	BOEING 727232				DOUBLER	CRACKED LT WING		2/4/98 DL72L980305
REPAIR DOUBLER CRACKED NR 1 L/E FLAP ACT MOUNT BOX I/B SIDE. REPAIRED PER MM 57-20-21 P 811.									
5720 DALA	501DA 21303	BOEING 727232				ANGLE	CRACKED NR 6 SLAT		2/4/98 DL72L980308
FOUND AT F1 LETTER CK, .5 INCH CRACK AT NR 6 SLAT COVE SKIN ANGLE AT I/B UPSTOP PAD. REPAIRED PER M/M 57-54-0.									
5730 AALA	871AA 21383	BOEING 727223				SKIN	CORRODED BS 836		12/9/97 AALA972350
TUL - FOUND CORROSION BULGE IN WING LOWER SKIN WING CENTER SECTION STATION 836 LEFT ABOVE PRIMARY HEAT EXCHANGE. PERFORMED REPAIR ON WING LOWER SKIN WING CENTER SECTION AT STATION 836 ABOVE PRIMARY HEAT EXCHANGER IAW BOEING 727 SRM CH 57-30-3 PAGE 5 FIG 9. (M)									
5730 AALA	871AA 21383	BOEING 727223				SKIN	CORRODED BS 840-850		12/9/97 AALA972349
TUL - FOUND CORROSION BULGE IN WING LOWER SKIN CENTER SECTION STATION 840-850 RT ABOVE PRIMARY HEAT EXCHANGER. BLENDED CORROSION FROM AREA AND INSTALLED DOUBLER PER SRM 57-30-3. (M)									
5730 AALA	873AA 21385	BOEING 727223				PANEL	CORRODED LT WING		11/10/97 AALA972148
TUL - FOUND CORROSION ON LEFT GEAR BEAM, SEVERAL HOLES WHERE TRAIL EDGE LOWER WING PANEL ATTACHES, AROUND HOLES. REPAIRED BEAM PER ESO 11697, DATED 10-24-97. (M)									
5730 ERKR	696CA 22574	BOEING 7272J4				SKIN	CRACKED LT WING TIP	48025	11/6/97 98ZZZX563
DURING C-CHECK INSPECTION, DISCOVERED A CRACK ON THE LEFT HAND REMOVABLE WING TIP SKIN. REPAIRED BY TRIMMING AWAY DAMAGE, HFEC INSPECTING FOR ABSENCE OF CRACKS, FABRICATING AND INSTALLING REPAIR FILLERS, INTERNAL DOUBLER, SHIMS AND STRAP WET WITH SEALANT AND ORIGINAL FASTENER TYPES. ACCOMPLISHED ON EVERGREEN AIR CENTER - ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N696CA-57-001-EAC.									
5753 AALA	871AA 21383	BOEING 727223				FITTING	CORRODED TE FLAP		12/9/97 AALA972346
TUL - NR 4 FLAP TRACK FORWARD SUPPORT FITTING CORRODED. REMOVED NR 4 FORWARD FLAP TRACK FORWARD SUPPORT AND REPLACED WITH SERVICEABLE LIKE UNIT. (M)									
5753 IPXA	214UP 21342	BOEING 7272A1				SUPPORT 652165127	CORRODED TE FLAP		1/18/98 UPS98225710
INSPECTION TYPE-SI, NR 4 FLAP TRACK FWD ATTACH FITTING IS CORRODED AT FLAP TRACK FWD ATTACH LUG I/B SIDE. REMOVED AND REPLACED NR 4 FLAP TRACK FWD FITTING IAW MM 32-11-51.									
5753 IPXA	214UP 21342	BOEING 7272A1				SUPPORT 65327348	CORRODED TE FLAP		1/22/98 UPS98225709
INSPECTION TYPE-SI, NR 7 FLAP TRACK FWD ATTACH FITTING IS CORRODED AT AFT BOLT HOLES FLAP TRACK FWD ATTACH POINT BUSHING HAS MIGRATED. ALSO, FWD HARDWARE REQUIRES REPLACEMENT I/B AND O/B AT RADIUS BLOCKS. REPLACED NR 7 FLAP TRACK FITTING IAW SRM 51-10-1 WILL BE INSTALLED ON TC C57-581-04-4D.									

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5754 DALA	469DA 20746	BOEING 727232				STIFFENER	CRACKED LT FLAP		2/2/98 DL72S980290
FOUND AT LETTER CHECK E1, L/E SPAR STIFFENER CRACKED O/B SIDE NR 7 SLAT O/B TRACK. REPAIRED PER M/M 57-20-21.									
5754 DALA	469DA 20746	BOEING 727232				STIFFENER	CRACKED LE FLAP		2/2/98 DL72S980292
L/E SPAR STIFFENER CRACKED NR 2 SLAT O/B TRACK I/B SIDE. REPAIRED PER MM 57-20-21 PG 813.									
5754 DALA	469DA 20746	BOEING 727232				STIFFENER	CRACKED LE FLAP		2/2/98 DL72S980291
FOUND AT E1 LETTER CK, L/E SPAR STIFFENER CRACKED I/B SIDE OF 7 SLAT I/B TRACK. REPAIRED PER M/M 57-20-21.									
5754 DALA	492DA 21061	BOEING 727232				STIFFENERS	CRACKED NR 3 LE SLAT		1/22/98 DL72S980279
2 EA WING L/E SPAR STIFFENERS CRACKED NR 3 L/E SLAT OUTBD TRACK ROLLER FITTING ATTACH. INSTALLED NEW ANGLES PER M/M 57-20-21.									
5754 DALA	501DA 21303	BOEING 727232				RIB	CRACKED NR 6 SLAT		2/4/98 DL72L980307
FOUND AT F1 LETTER CK, 1.25 INCH CRACK AT NR 6 SLAT I/B ACTUATOR ATTACH RIB. REPAIRED PER M/M 57-54-0.									
5754 DALA	501DA 21303	BOEING 727232				ANGLE	CRACKED NR 7 SLAT		2/4/98 DL72L980306
FOUND AT F1 LETTER CHECK, .5 INCH CRACK AT NR 7 SLAT COVE SKIN ANGLE AT I/B UPSTOP PAD. REPAIRED PER M/M 57-54-0.									
7110 DALA	472DA 20749	BOEING 727232				COWL RING	WORN NR 2 ENGINE		1/21/98 DL72K980285
AT MV2, FOUND COWL LANDING RING WORN SEVERAL PLACES AND TEMP REP AIR AT 6 CLOCK POS. INSTALLED NEW REPAIR PER MM 53-11-0 PG 801.									
7200 UALA	7256U 21403	BOEING 727222	PWA JT8D15			ENGINE	SHUT DOWN NR 2		9/17/97 97UAL900712
NR 2 ENGINE OIL QUANTITY LOST IN FLIGHT. ENGINE SHUT DOWN WHEN OIL PRESSURE DROPPED. ENGINE SHUT DOWN 20 MINUTES BEFORE LANDING.									
7261 UALA	7263U 21410	BOEING 727222	PWA JT8D15			FILLER CAP	LOOSE NR 3 ENGINE		8/6/97 97UAL900606
NR 3 ENGINE OIL QUANTITY STARTED AT 3 GALLONS, ON TAKEOFF IT WENT DOWN TO 2.5. APPROXIMATELY 1 HOUR INTO THE FLIGHT THE QUANTITY WAS DOWN TO 1.75 GALLONS. DIVERTED TO MCI.									
7711 UALA	7458U 21912	BOEING 727222	PWA JT8D15			EPR INDICATOR	LOW NR 3 ENGINE		9/18/97 97UAL900718
ON TAKEOFF NR 3 EPR LOW. COULD NOT REACH TAKEOFF POWER, N1, N2. FUEL FLOW MATCHED OTHER ENGINES. ABORTED TAKEOFF AT 80 KNOTS.									
7930 TWAA	54340 20845	BOEING 727231				BYPASS LIGHT	ILLUMINATED NR 2 ENGINE		1/15/98 TWAA9800601
DCA - FLT 439 - DURING CRUISE, NR 2 ENGINE FILTER BYPASS ANNUNCIATOR ILLUMINATED. SHUTDOWN THE ENGINE. PLACARDED AS PER MEDP 79-2. (M)									
8012	530KF 19176	BOEING 72761				START VALVE 39223411	FAILED NR 3 ENGINE		1/21/98 98ZZZX606
1-21-98 AT 0830 HOURS. AIRCRAFT WAS ON DEPARTURE CLIMBING THROUGH 5,000 FEET AGL WHEN CREW NOTICED NR 3 START VALVE LIGHT ON. PILOT DECLARED AN EMERGENCY AND LANDED AIRCRAFT. MAINTENANCE PERFORMED INSPECTION AND REPLACED NR 3 ENGINE START VALVE AND PRESSURE SWITCH. AIRCRAFT RETURNED TO SERVICE AND COMPLETED FLIGHT WITH NO FURTHER INCIDENTS.									

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2150 UALA	351UA 24319	BOEING 737322	GE CFM56*		ALLIED SIGNA	ACM 1060506X	FAILED CABIN		9/10/97 97UAL900690
WITH THE APU RUNNING AND THE NR 2 ENG SHUT DOWN, THE NR 1 ENG WAS SHUT DOWN. THE COCKPIT FILLED WITH SMOKE AND THE CABIN FILLED WITH SMOKE SLIGHTLY. *S/D* FOUND AIR CYCLE MACHINE SEIZED. REPLACED ACM. AIRCRAFT AIR CONDITIONING OPERATES NORMAL.									
2312 UALA	9065U 19946	BOEING 737222	PWA JT8D7B			VHF TRANS 6221181003	FAILED E/E COMPT		1/28/98 98UAL900037
LOST COMM ON FREQUENCY 127.8 MHZ ON NUMBER ONE VHF. COMM APPEARED WEEK ON OTHER FREQUENCIES AS WELL. *S/D* REPLACED NR 1 VHF COMM TRANSCEIVER, OP CHECKED GOOD.									
2565 SPAA	725S 22051	BOEING 737297				SLIDE 1161132DG	FAILED R1 DOOR		12/26/97 98ZZZX686
DURING FLIGHT CREW TRAINING, THE EMERGENCY EVACUATION SLIDE MOUNTED TO THE R-1 DOOR FAILED TO INFLATE. THE EVACUATION SLIDE ASSY HAS BEEN SENT TO THE LAST OVERHAUL/REPAIR AGENCY FOR EVALUATION.									
2611 UALA	943UA 26680	BOEING 737522	GE CFM56*			SMOKE DETECTOR	SOUNDED LAVATORY		9/5/97 97UAL900665
UNEXPLAINED AFT RIGHT-HAND LAVATORY SMOKE DETECTOR WARNING.									
2721 UALA	335UA 24230	BOEING 737322	GE CFM56*		MPC PRODUCTS U26B	ACTUATOR	FAILED RUDDER TRIM		1/31/98 98UAL900043
RUDDER TRIM CIRCUIT BREAKER POPPED AND WOULD NOT RESET. RUDDER TRIM WAS INOPERABLE. *S/D* REPLACED RUDDER TRIM ACTUATOR, SYSTEM OP CHECKED GOOD.									
2740 IU6R		BOEING 737*			654997025	SPRING 69778551	BROKEN STAB TRIM GRBOX	13748	1/2/98 98ZZZX561
INSPECTION FOUND STABILIZER TRIM GEARBOX WITH FRACTURED SPRINGS. SUSPECT IMPROPER HEAT TREATING OR INCORRECT ALLOYS IN THE SPRINGS. SUBMITTER RECOMMENDATIONS: SPRINGS PN 69-77855-1 SHOULD BE REPLACED WITH PN 69-77855-2 SPRINGS PER BOEING TELEX AEO-AUB-94-0195RR.									
2750 UALA	9006U 19044	BOEING 737222	PWA JT8D7B			TORQUE TUBE 657327115	WORN LT TE FLAP		9/8/97 97UAL900730
FLAP DRIVE TORQUE TUBE WORN ON LEFT REAR TRUNNION BEAM HANGER, LEFT INBOARD FLAP WELL, INBOARD END. *S/D* PROVIDED CLEARANCE BY REPOSITIONING HYDRAULIC LINES AND RESECURING. REPLACED THE LEFT-HAND, INBOARD FLAP DRIVE TORQUE TUBE.									
2750 UALA	335UA 24230	BOEING 737322	GE CFM56*			PULLEYS	BROKEN TE AFT FLAP		9/23/97 97UAL900729
FOUND TWO BROKEN PULLEYS ON AFT FLAP BOOM CABLE ASSEMBLY.									
2750 ASAA	755AS 25096	BOEING 7374Q8				BELLCRANK 65C308461	MISMANUFACTURED TE FLAP		1/9/98 ASAA9840003
SEA - DURING C-CHECK, THE BELLCRANK ASSEMBLY ON THE OUTBOARD AFT FLAP IS MISSING DRAIN HOLE. REPAIRED PER EA 2750-01036. (M)									
3230 UALA	9019U 19057	BOEING 737222	PWA JT8D7B			RETRACT MECH	MALFUNCTIONED LANDING GEAR		9/1/97 97UAL900649
ON CLIMBOUT, GEAR RETRACTED NORMALLY AND GEAR HANDLE MOVED TO THE OFF POSITION. LEFT GEAR RED LIGHT ILLUMINATED FOLLOWED BY THE LEFT GEAR GREEN LIGHT. HANDLE RAISED AND HEARD A THUMP FOLLOWED BY A YAW. ALL LIGHTS WENT OUT. HANDLE RETURNED TO OFF AND ALL LIGHTS REMAINED OUT.									
3244 F3LA	270FL 22733	BOEING 7372L9				TIRE	FAILED NLG		1/22/98 F3LA98001
DEN - AIR TURNBACK UPON TAKEOFF, FLIGHT CREW REPORTED NOSE GEAR VIBRATION, NOSE GEAR RED IN TRANSIT LIGHT REMAINED ILLUMINATED AND SMELL OF RUBBER IN COCKPIT. MAINTENANCE FOUND NR 2 NOSE TIRE BLOWN. REPLACED NOSE GEAR INNER CYLINDER AND BOTH NOSE LANDIGN GEAR TIRE AND WHEEL ASSEMBLIES. (M)									

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3260 UALA	357UA 24378	BOEING 737322	GE CFM56*			CIRCUIT CARD M986	FAILED LANDING GEAR		1/19/98 98UAL900023
LANDED WITH AN UNSAFE GEAR INDICATION. *S/D* REPLACED CIRCUIT CARD. OPERATIONALLY CHECKED GEAR, GEAR CHECKED GOOD.									
3350 F3LA	212US 20212	BOEING 737201				BATTERY PACK 900835A	DISCHARGED CABIN		1/17/98 F3LA97174
EMERGENCY EXIT LIGHTS FAIL BATTERY CAPACITY TEST. BOTH OVERWING EXIT DOORS, CENTER AISLE, AFT ENTRY AND SERVICE DOOR SIDE LIGHTS AND BOTH AFT SLIDE LIGHTS FAIL TEST. REMOVED AND REPLACED BATTERY PACK AT POSITION M1051 AND POSITION M1052 PER MM 33-51-31. FUNCTIONAL TEST OF EMERGENCY LIGHTS PER MM 33-51-11 IS GOOD. (M)									
3350 ASAA	744AS 21822	BOEING 737210C				BATTERY PACK 8821004	DISCHARGED CABIN		1/14/98 ASAA9810007
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT LIGHTS WERE FOUND TO BE INOPERATIVE ON PALLET 5-9. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 TSAA	823AL 23154	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		12/13/97 TSAA9733353
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LGIHTING INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 27,511:45 HOURS. TAC: 26,851. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		12/14/97 TSAA9733358
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,401:47 HOURS. TAC: 28,611. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		12/14/97 TSAA9733359
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,401:47 HOURS. TAC: 28,611. (X)									
3350 TSAA	821AL 23155	BOEING 737230				SIGN 87310020511	INOPERATIVE CABIN		12/14/97 TSAA9733354
ON SERVICE CHECK, FOUND FORWARD SERVICE DOOR IDENTIFIER INOPERATIVE. REPLACED IDENTIFIER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,401:47 HOURS. TAC: 28,611. (X)									
3350 UALA	994UA 22384	BOEING 737291	PWA JT8D17			WIRES	DAMAGED CABIN		9/26/97 97UAL900733
EMERGENCY EXIT LIGHTS ILLUMINATE WHEN THE COCKPIT EMERGENCY LIGHT SWITCH IS PLACED TO ARMED. REPLACED SEVERAL BATTERY PACKS AND EXIT MARKER BECAUSE WIRES WERE DAMAGED. LIGHTS OP CHECK OK.									
3350 SPAA	725S 22051	BOEING 737297				BATTERY PACK 862210066	DISCHARGED CABIN		12/4/97 98ZZZX682
DURING SCHEDULED CHECK, ALL 6 SEAT MOUNTED EMERGENCY ESCAPE PATH LIGHTS WERE FOUND DIM. ALL 6 LIGHT ASSY BATTERY PACKS WERE REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				BATTERY PACK 6013211	DISCHARGED EXTERIOR		11/26/97 98ZZZX684
DURING SCHEDULED CHECK, THE LT OVERWING EXIT EXTERIOR EMERGENCY EXIT LIGHT WAS FOUND INOPERATIVE. THE ASSOCIATED SYSTEM BATTERY PACK WAS REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									

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3350 SPAA	725S 22051	BOEING 737297				LIGHT 8731002511	INOPERATIVE CABIN		11/26/97 98ZZZX680
DURING SCHEDULED CHECK, THE L-1 DOOR EMERGENCY INTERIOR ESCAPE PATH LIGHT WAS FOUND INOPERATIVE. THE LIGHT ASSEMBLY WAS REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				BATTERY PACK 862210066	DISCHARGED CABIN		11/13/97 98ZZZX685
DURING ROUTINE CHECK, THE SEAT MOUNTED EMERGENCY ESCAPE PATH LIGHT AT ROW 1R WAS FOUND INOPERATIVE. THE LIGHT ASSY BATTERY PACK WAS REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				LIGHT	MALFUNCTIONED CABIN		12/9/97 98ZZZX687
DURING SCHEDULED CHECK, THE L-1 DOOR INTERNAL EMERGENCY ESCAPE PATH LIGHT WOULD NOT SHUT OFF AFTER BEING TESTED. THE FORWARD TRANSMITTER ANTENNA WAS REPOSITIONED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER BOEING MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				LAMP GE81	FAILED EXTERIOR		11/26/97 98ZZZX681
DURING SCHEDULED CHECK, THE LT TRAILING EDGE FLAP EXTERIOR EXIT LIGHT WAS FOUND INOPERATIVE. THE LAMP WAS REPLACED, SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				BATTERY PACK 6013211	DISCHARGED EXTERIOR		12/9/97 98ZZZX683
DURING SCHEDULED CHECK, THE RT OVERWING EXIT AND TRAILING EDGE FLAP EXTERIOR EMERGENCY EXIT LIGHTS WERE FOUND INOPERATIVE. THE ASSOCIATED SYSTEM BATTERY PACK WAS REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 SPAA	725S 22051	BOEING 737297				BATTERY PACK 86210151	DISCHARGED CABIN		12/4/97 98ZZZX679
DURING SCHEDULED CHECK, THE L-1 AND R-1 DOOR INTERIOR EMERGENCY ESCAPE PATH LIGHTS WOULD EITHER NOT COME ON OR NOT SHUT OFF. THE ASSOCIATED SYSTEM TRANSMITTER BATTERY PACK WAS REPLACED. SUBSEQUENT SYSTEM CHECK WAS SATISFACTORY PER B-737 MM 33-51-01.									
3350 ASAA	745AS 20794	BOEING 737298C				TRANSMITTER 883200312	INOPERATIVE CABIN		1/8/98 98ZZM200
ANC - FLT 30 - DURING RECON, ONE SECTION OF THE EMERGENCY EXIT LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY PACK AND TRANSMITTER AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	745AS 20794	BOEING 737298C				BATTERY PACK 8821004	DISCHARGED CABIN		1/8/98 ASAA9810003
ANC - FLT 30 - DURING RECON, ONE SECTION OF THE EMERGENCY EXIT LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY PACK AND TRANSMITTER AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	741AS 21959	BOEING 7372Q8C				LIGHT	INOPERATIVE CABIN		1/9/98 ASAA9810004
ANC - DURING MAINTENANCE CHECK, AN EMERGENCY EXIT FLOOR TRACK LIGHT WAS FOUND TO BE INOPERATIVE AT ROW 20. RELEASED PER MEL 33-19. SUBSEQUENTLY REPAIRED LIGHT ASSEMBLY AT ROW 20 AND LIGHT OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				SIGN 1060091101	INOPERATIVE CABIN		1/6/98 98ZZM199
ANC - FLT 46 - DURING FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROWS 10-12 AND THE WALL MOUNTED EXIT IDENTIFIER BY THE AFT AIRSTAIR DOOR ILLUMINATED. REPLACED BATTERY PACK AT ROWS 11 AND 12, AND THE AFT EXIT IDENTIFIER AND ALL LIGHTS OPERATED NORMALLY. (M)									

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3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 8821004	DISCHARGED CABIN		1/6/98 ASAA9810002
ANC - FLT 46 - DURING FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROWS 10-12 AND THE WALL MOUNTED EXIT IDENTIFIER BY THE AFT AIRSTAIR DOOR ILLUMINATED. REPLACED BATTERY PACK AT ROWS 11 AND 12, AND THE AFT EXIT IDENTIFIER AND ALL LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 8821004	DISCHARGED CABIN		1/3/98 ASAA9810001
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROWS 10-12. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 8821004	DISCHARGED CABIN		1/11/98 ASAA9810005
JNU - DURING MAINTENANCE CHECK, THE EMERGENCY TRACK LIGHTS REMAINED ILLUMINATED ON SEAT PALLET 2. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				TRANSMITTER 883200312	INOPERATIVE CABIN		1/15/98 ASAA9810008
ANC - DURING DESCENT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS ILLUMINATED AND THEN EXTINGUISHED AFTER 20 SECONDS. REPLACED MID CABIN TRANSMITTER AND LIGHTS OPERATED NORMALLY. (M)									
3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 6013211	DISCHARGED CABIN		1/12/98 TSAA9833042
ON SERVICE CHECK, FOUND RIGHT OVERWING EMERGENCY SLIDE LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,534:51 HOURS. TAC: 39,782.									
3350 F3LA	578US 23257	BOEING 737301				BULB	FAILED CABIN		1/26/98 F3LA98002
DEN - DURING SERVICE CEHCK, MAINTENANCE REPORTED FLOOR PROXIMITY LIGHTING AT ROW 2 A B C INOPERATIVE. MAINTENANCE REPLACED BULBS AND RESECURED WIRING CONNECTOR AND SYSTEM CHECKED OK. (M)									
3350 USAA	417US 23984	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		1/11/98 USAASB98008
ALB - MAINTENANCE FOUND THE FOLLOWING EMERGENCY/EXIT/EVACUATION LIGHTS INOP, ROW 7 BULLNOSE, SEAT ROWS 6 THROUGH 9, BOTH CEILING EXIT LIGHTS, EXIT LIGHT FOR LEFT OVERWING AND ROW 11F SIDEWALL EXIT SIGN WITH ARROW. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPERATIONAL CHECK GOOD. (M)									
3350 ASAA	791AS 28886	BOEING 737490				WIRING	DISCONNECTED CABIN		11/23/97 ASAA9740091
SEA - DURING MAINTENANCE CHECK, THE AFT 6 EACH EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (X)									
3350 P9OA	461PR 28882	BOEING 73749R			GRIMES 3005939	LAMP GE81	INOPERATIVE CABIN		11/26/97 98ZZZX646
LEFT FORWARD OVERWING EMERGENCY EXIT LIGHT INOPERATIVE.									
3350 ASAA	765AS 25102	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		1/8/98 ASAA9840002
PDX - DURING MAINTENANCE CHECK, TEH AFT THREE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED LIGHTS AND LIGHTS OPERATED NORMALLY. (M)									

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3350 ASAA	769AS 25103	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		1/3/98 ASAA9840001
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE FROM ROW 27 AFT. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		1/13/98 ASAA9840007
SFO - FLT 377 - PRIOR TO FLIGHT SEVERAL EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE TOWARDS THE AFT CABIN. RECONNECTED WIRING AND THE LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				BATTERY S283T0143	DISCHARGED CABIN		1/10/98 ASAA9840006
SEA - DURING MAINTENANCE CHECK, THE AFT GALLEY RT INBOARD EMERGENCY LIGHT WAS FOUND TO BE INOPERATIVE. REPLACED BATTERY AND LIGHT OPERATED NORMALLY. (M)									
3350 UALA	926UA 26648	BOEING 737522	GE CFM56*			LIGHT	INOPERATIVE CABIN		9/24/97 97UAL900731
EEL LIGHTS INOP FROM ROW 15 TO THE AFT OF THE AIRCRAFT. SEVERAL EMERGENCY EXIT SIGNS IN THE AFT SECTION ARE ALSO INOP.									
5320 F3LA	212US 20212	BOEING 737201				WEB	CRACKED BS 661		1/17/98 F3LA97173
PAE - HORIZ WEB AT BS 661, LBL 67, LL 208 IS CRACKED. FABRICATED WEB USING 7075-T6 .040 AND INSTALLED PER SRM 51-10-2. (M)									
5330 F3LA	212US 20212	BOEING 737201				SKIN	WORN RT A/C COMPT		1/17/98 F3LA97172
PAE - TWO HOLES BURNED (ERRODED) THROUGH UPPER FWD INBOARD SKIN ABOVE AIR CLEANER IN RT AC BAY. REPAIRED IAW SRM 53-30-3, PAGE 9 AND PAGE 10. DAMAGE OCCURRED DUE TO ABRASIVE AIR LEAK FROM HOLE IN BLEED AIR CLEANER. IN RT AC BAY. REPAIRED IAW SRM 53-30-3, PAGE 9 AND PAGE 10. DAMAGE OCCURRED DUE TO ABRASIVE AIR LEAK FROM HOLE IN BLEED AIR CLEANER. (M)									
5330 DALA	328DL 23100	BOEING 737232				SKIN	CRACKED BS 379		2/2/98 DL73S980280
FUSELAGE SKIN AT COOLING DUCT CUTOUT AT BS 379, BL 0 WAS FOUND CRACKED AT THE AFT EDGE OF THE CUTOUT. CRACK IS APPROX. 1.5 INCH LENGTH AND IS TYP PER SB 737-53-1117, R1. REPAIR PER ERA 331307-14.									
5414 ASAA	755AS 25096	BOEING 7374Q8				SKIN 65C2757411	WORN LT PYLON		1/9/98 ASAA980005
SEA - DURING C-CHECK, WEAR WAS FOUND ON THE LEFT ENGINE PYLON SKIN. REPAIRED PER EA 5450-01012 AND BOEING TELEX ASA-SEA-97-0507RR. (M)									
5510 CALA	14347 23585	BOEING 7373T0				FITTING	GOUGED RT HORIZ STAB		2/9/98 CALA9800200
INSPECTION FOUND RT HORIZONTAL STABILIZER AFT LOWER FITTING OF AFT SPAR GOUGED. THE GOUGE WAS BURNISHED, AND THE AREA WAS SHOT PEENED, TREATED, AND PRIMED IAW ECRA 5550-01035.									
5510 CALA	14347 23585	BOEING 7373T0				FITTING	GOUGED LT HORIZ STAB		2/9/98 CALA9800201
INSPECTION FOUND THE LT HORIZONTAL STABILIZER AFT LOWER ATTACH FITTING GOUGED IN THREE AREAS ON LOWER SIDE. THE GOUGES WERE BURNISHED, SHOT PEENED, TREATED, AND PRIMED IAW ECRA 5550-01035.									

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5712 F3LA	212US 20212	BOEING 737201				RIB 6547934US	CRACKED WS 217		1/17/98 F3LA97175
PAE - FIXED L/E NR 3 SLAT TRACK INBOARD MAIN TRACK, INBOARD ROLLER SUPPORT RIB HAS CRACK, FSS 271, SS 31.42. REMOVED AND REPLACED CRACKED RIB IAW SRM 51-30-02. (M)									
5720 ASAA	755AS 25096	BOEING 7374Q8				FITTING 655077368	WORN RT WING		1/9/98 ASAA9840004
SEA - DURING C-CHECK, WEAR WAS FOUND ON THE LOWER SURFACE OF THE UPPER FLANGE ON THE RT WING T/E RIB FITTING. REPAIRED PER EA 5750-01269 AND BOEING TELEX M-7200-98-00052. (M)									
7200 UALA	309UA 23670	BOEING 737322	GE CFM56*			TAILPIPE	FIRE NR 2 ENGINE		9/7/97 97UAL900686
SMOKE FROM REAR OF NR 2 ENGINE AFTER SHUTDOWN. FOUND SMALL FIRE BURNING IN TAIL PIPE. FIRE WENT OUT BY ITSELF.									
7261 UALA	9010U 19048	BOEING 737222	PWA JT8D7B			OIL SYST	LOST NR 1 ENGINE		9/17/97 97UAL900715
NUMBER ONE ENGINE SHUT DOWN DUE TO LOSS OF OIL.									
2450 EIAA	470EV 20653	BOEING 747273C				BPCU	CONTAMINATED NR 2		1/9/98 EIAA98002
JFK - AFTER TAKEOFF NR 1 GENERATOR TRIPPED OFF, UPPER YAW DAMPER LIGHT CAME ON ABOUT SAME TIME WITH SPLIT RUDDER INDICATION, SSB OPENED AND NR 3 AND NR 4 BTB'S OPENED. RETURNED TO JFK LANDING NORMAL. REMOVED WATER FROM LOWER CARGO AREA. REMOVED AND REPLACED NR 2 BPCU PER MM 24-22-02. NR 1 GCU PER MM 24-23-01, AND RESEATED UPPER YAW DAMPER COMPUTER PER MM 22-16-00 ALL AREAS OPS CHECKED GOOD. WATER APPEARED TO HAVE COME FROM PALLETS IN POSITIONS NR 1 AND 2. (M)									
2510 P5CA	856FT 19897	BOEING 747132				LADDER	CRACKED COCKPIT		1/21/98 P5CA9800156
MAIN DECK TO UPPER DECK CREW LADDER BOTTOM STEP CRACKED BOTH SIDES, NR 3 STEP CRACKED RT SIDE, NR 4 STEP CRACKED LT SIDE. REPAIRED LADDER STEPS PER SRM 51-40-02 FIG 1.									
2520 UALA	159UA 21140	BOEING 747238B	PWA JT9D7J			WIRING	FAILED CABIN		6/11/97 97UAL900449
OBSERVED SMOKE AND SPARKS AT SEAT 2EF. FLIGHT ATTENDANT USED FIRE EXTINGUISHER ON FLOOR. NO SIGN OF FIRE. POWER TO SEAT SHUT OFF. *S/D* REPAIRED WIRING AT SEAT 2EF, OPS CHECK OK.									
2560 TWRA	619FF 21316	BOEING 747212B				GIRT BAR 65B096337	BROKEN L2 DOOR		1/20/98 TWRA9803
AFTER BLOCKING IN AT LAX, L2 DOOR DID NOT GO TO FULL MANUAL. FOUND AFT SIDE GIRT BAR SLIDING BRACKET MISSING FROM GIRT BAR. L2 DOOR DEFERRED INOP DUE L2 DOOR IN MANUAL, GIRT BAR LOOSE, HINGE BROKEN. L2 DOOR AND EMERGENCY SIGNS MARKED NO EXIT HALF B AND HALF C ZONES BLOCKED OFF AND DO NOT SIT PER MEL 25-10-1B. REPLACED BROKEN LIFTER PER MM 52-11-07, REINSTALLED BUSTLE, OPS CHECK OK. (M)									
2750 P5CA	856FT 19897	BOEING 747132				LINK	CRACKED NR 6 TE FLAP		1/21/98 P5CA9800117
NR 6 CANOE FAIRING PIVOTING LINK I/B SURFACE LWR SECTION IS CRACKED. REPLACED LINK ASSY PER MM 27-51-26.									
3244 JACZ	213JL 23068	BOEING 747346				TIRE	FAILED RT WING RT FWD		1/11/98 98ZZX536
AIR TURN BACK OF THE FLIGHT ON 1-11-98, BECAUSE THE CONTROL TOWER REPORTED TIRE PIECES ON RUNWAY AFTER TAKEOFF. ALSO, CREW FELT SOME SHOCK DURING TAKEOFF. FOUND RT WING RIGHT FWD TIRE BURST. CHANGED RT WING RT FWD TIRE AND LT FWD TIRE. ALSO, FOUND DAMAGE ON RT WING GEAR STRUT DOOR AND NR 6 FLAP MOVEABLE FAIRING AFT SEGMENT. REMOVED STRUT DOOR AND CANOE TAIL CONE BY CDL 27-51-3 AND 32-12-1, RESPECTIVELY, AND FERRIED FOR REPAIR. ALL NECESSARY REPAIRS COMPLETED.									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 IPXA	677UP 20391	BOEING 747123F				BATTERY S1356B37	DISCHARGED CABIN	2/8/98	UPS98425720
INSPECTION TYPE-N/A, EMERGENCY LIGHTS INOP ENTRY DOOR AND THE CEILING MAIN DECK FWD OF STAIR AND AFT OF STAIR A370200 370204. REPLACED STA 600 BATTERY PACK (P/N S1356B37), (S/N 19553) ON, (S/N 1849 2359045) OFF, AFT OF STAIR REPLACED STA 600 BATTERY PACK (P/N 13J6B37) (S/N 25613) ON, (S/N 34035) OFF, BOTH CEILING AND ENTRY LIGHTS CHECKED OK.									
3350 IPXA	677UP 20391	BOEING 747123F				LIGHT 90084	INOPERATIVE CABIN	2/6/98	UPS98425714
CREW UPPER DECK SLIDE DOOR EMERGENCY FWD LIGHT WILL NOT ILLUMINATE (DOOR SILL FRAME). REPLACED CARTRIDGE ASSY.									
3350 IPXA	677UP 20391	BOEING 747123F				BATTERY S1356B37	DISCHARGED CABIN	2/7/98	UPS98425717
INSPECTION TYPE-1A, EMERGENCY LIGHT INOP ENTRY DOOR AND THE CEILING MAIN DECK FWD OF STAIR AND AFT OF STAIR. REPLACED BOTH BATTERY/LIGHT ASSY.									
3350 IPXA	677UP 20391	BOEING 747123F				LIGHT	INOPERATIVE CREW DOOR	2/6/98	UPS98425719
INSPECTION TYPE-N/A REF M 146611, FWD SLIDE LIGHT CREW DOOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED BATT PACK AT FWD SLIDE, OPS GOOD THIS CLEARS M 146611 PLACARD REMOVED.									
3350 UALA	74UA 24381	BOEING 747422	PWA PW4056			LIGHT	INOPERATIVE CABIN	9/9/97	97UAL900694
EEL FLOOR LIGHT INOP AT 2 RIGHT. REPLACED EEL LIGHT ASSEMBLY, CHECKED OK.									
3350 UALA	176UA 24383	BOEING 747422	PWA PW4056			LIGHT	INOPERATIVE CABIN	1/29/98	98UAL900042
LEFT HALF OF CROSS ASILE 4 AND SEVERAL ROWS AFT ON RIGHT SIDE EEL LIGHTS INOP. REPLACED LEFT HALF OF CROSS ASILE EEL LIGHT STRIP, OPS CK GOOD.									
3350 UALA	179UA 25158	BOEING 747422	PWA PW4056			BATTERY PACK	DISCHARGED CABIN	9/18/97	97UAL900714
EMERGENCY EEL LIGHTS FLICKERING B-ZONE. REPLACED EMERGENCY LIGHT BATTERY PACK AT DOOR 2 LEFT, OPS CHECKED OK.									
3350 UALA	179UA 25158	BOEING 747422	PWA PW4056			BATTERY PACK	DISCHARGED CABIN	9/17/97	97UAL900713
EEL LIGHTS FLICKERING. REPLACED BATTERY PACK AND POWER SUPPLY M7925, OPS CHECKED OK.									
3350 UALA	182UA 25279	BOEING 747422	PWA PW4056			WIRE	LOOSE CABIN	9/2/97	97UAL900658
EEL LIGHT IS INOP BY JUMP SEAT AT DOOR 4 LH. CONNECTED LEAD IN STRIP, OPS CHECKED GOOD.									
3350 NWAA	669US 24224	BOEING 747451				LIGHT	LOOSE CABIN	2/4/98	9802176309
DURING LINE CHECK, FOUND E-ZONE AND ROW 31HK FLOOR PATH EMERGENCY LIGHTS INOPERATIVE. RECONNECTED LIGHT ASSEMBLIES, OPERATIONAL CHECK GOOD.									
5210 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED R 2 DOOR	1/21/98	P5CA9800126
R2 DOOR AFT UPPER CORNER OF FRAME IS CRACKED. REPAIRED FRAME PER SRM 52-10-02 FIG 10.									
5210 P5CA	856FT 19897	BOEING 747132				SKIN	CRACKED L1 DOOR	1/21/98	P5CA9800139
L1 DOOR LOWER HINGE CUTOUT CRACKED ADJACENT TO SEAL RETAINER. REPAIRED PER SRM 53-10-02 FIG 12.									

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5210 P5CA	856FT 19897	BOEING 747132				REVEAL	CRACKED L4 DOOR		1/21/98 P5CA9800097
L4 DOOR FWD CUTOUT UPPER CORNER REVEAL CRACKED 2 PLACES. REPAIRED PER HAECO REPAIR SCHEME R-53-61-33667.									
5210 P5CA	856FT 19897	BOEING 747132				RETAINER	CRACKED L1 DOOR		1/21/98 P5CA9800154
R1 DOOR LOWER HINGE CUTOUT AREA ADJACENT TO PRES SEAL RETAINER IS CRACKED. REPAIRED PER SRM 51-10-02 FIG 12.									
5210 P5CA	856FT 19897	BOEING 747132				GATE	CRACKED L1 DOOR		1/21/98 P5CA9800124
L1 DOOR UPPER GATE CRACKED AT AREA 2 LOCATION. REPLACED GATE PER MM 51-11-01.									
5280 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED LT MLG DOOR		1/21/98 P5CA9800128
LT BLG O/B STRUT DOOR CRACKED UNDER FWD STOP FITTING. CRACKED CHANNEL REPLACED PER SRM 51-10-01.									
5280 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED LT MLG DOOR		1/21/98 P5CA9800104
FWD HINGE SUPPORT CHANEL CRACKED LT BODY O/B STRUT DOOR. SUPPORT CHANEL REPAIRED PER SRM 51-40-03 FIG 4.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 2685		1/21/98 P5CA9800182
APU COMPARTMENT BS 2685 RIGHT WL 306 FRAME CRACKED. STOP DRILLED AND REPAIRED PER SRM 51-10-01 AND 51-40-03 FIG 2.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 880		1/21/98 P5CA9800092
FRAME CRACKED AT STRINGER CUTOUT DOUBLER. REPAIRED PER REPAIR SCHEME RS 53-22-33668 REF BOEING TELEX NR PAO HKG 98-0036RE.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 2060		1/21/98 P5CA9800090
FRAME AT BS 2060 STRINGER 15 FOUND CRACKED. REPAIRED PER REPAIR SCHEME 53-60-33628.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 1920		1/21/98 P5CA9800170
CRACKED SIDEWALL FRAME AT BS 1920, S 13R. REPAIRED FRAME PER BAC SRM 53-10-04.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 2040		1/21/98 P5CA9800094
FRAME I/B FLANGE CRACKED AT FUSELAGE RIGHT BS 2040 STRINGER 15. REPAIRED PER REPAIR SCHEME 53-60-33627 AND BOEING TELEX.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 2080		1/21/98 P5CA9800089
FRAME AT BS 2080 STR 25 FOUND CRACKED. REPAIRED PER REPAIR SCHEME 53-60-33629.									
5311 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 1760		1/21/98 P5CA9800095
FRAME I/B FLANGE CRACKED AT FUSELAGE RIGHT BS 1760 STRINGER 15. REPAIRED PER REPAIR SCHEME 53-60-33626 AND BOEING TELEX.									

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5313 P5CA	856FT 19897	BOEING 747132				STRINGER	CRACKED BS 740		12/30/97 P5CA9800088
STRINGER 23 AT BS 740 CRACKED. REPLACED STRINGER PER SRM 51-10-01.									
5313 P5CA	856FT 19897	BOEING 747132				STRINGER	CORRODED BS 1617		1/21/98 P5CA9800159
LEVEL 1 CORROSION ON STRINGER 22L AT BS 1617. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-02.									
5313 P5CA	856FT 19897	BOEING 747132				LONGERON	CORRODED BS 1582		1/21/98 P5CA9800160
LEVEL 1 CORROSION ON LONGERON AT LEFT BS 1583. REMOVED CORROSION AND TREATED PER BAC SRM 53-10-01.									
5313 P5CA	856FT 19897	BOEING 747132				STRINGER	CORRODED BS 1605		1/21/98 P5CA9800099
LEVEL 1 CORROSION AT FUSELAGE LEFT STRINGER 20 AT BS 1605. BLENDED AND TREATED PER SRM 51-10-01.									
5313 P5CA	856FT 19897	BOEING 747132				STRINGER	CRACKED BS 1575		1/21/98 P5CA9800155
STRINGER 16R END CRACKED AT BS 1575. REPAIRED STRINGER PER BAC SRM 53-10-03.									
5313 P5CA	856FT 19897	BOEING 747132				STRINGER	CRACKED BS 2184		1/21/98 P5CA9800157
STRINGER 14L END CRACKED AT BS 2184. REPLACED STRINGER PER BAC SRM 51-40-01.									
5315 P5CA	856FT 19897	BOEING 747132				FLOORBEAM	CORRODED BS 1780		1/21/98 P5CA9800164
LEVEL 1 CORROSION ON MAIN DECK FLOORBEAM UPPER CHORD SURFACE AT BS 1780, LBL 10 TO RBL 10. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5315 P5CA	856FT 19897	BOEING 747132				FLOORBEAM	CORRODED BS 1580		1/21/98 P5CA9800167
LEVEL 1 CORROSION ON MAIN DECK FLOORBEAM TOP CHORD AT BS 1580, RBL 8 TO RBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				SHEAR TIE	CRACKED BS 880		1/21/98 P5CA9800093
FRAME SHEAR TIE CRACKED AT BS 880 LEFT STRINGERS 10 TO 11. REPAIRED PER REPAIR SCHEME 53-22-33669 AND BOEING TELEX.									
5320 P5CA	856FT 19897	BOEING 747132				SUPPORT	CRACKED BS 1620		1/21/98 P5CA9800131
FUSELAGE BS 1620 BL 50 TO 57 RIGHT BODY FAIRING SUPPORT FRAME CRACKED. FRAME REPAIRED PER SRM 53-50-04 FIG 2.									
5320 P5CA	856FT 19897	BOEING 747132				TIE CLIP	CRACKED BS 2220		1/21/98 P5CA9800114
STRINGER TIE CLIP CRACKED AT FUSELAGE BS 2220 STRINGER 22L. REPLACED CLIP PER SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				FORGING	CORRODED FUSELAGE		1/21/98 P5CA9800100
LEVEL 1 CORROSION FOUND ON FUSELAGE WINDOW FORGING. CORROSION BLENDED AND TREATED. REMAINING THICKNESS .081 INCHES DEEP PER SRM 51-10-01.									

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5320 P5CA	856FT 19897	BOEING 747132				STIFFENER	CRACKED RT MLG WW		1/21/98 P5CA9800151
RT BLG WHEEL WELL AFT BULKHEAD BS 1480 BULKHEAD STIFFENER ADJACENT TO OLEO STRUT STOWAGE FAIRING IS CRACKED. ALSO, WEB UNDER STIFFENER IS CRACKED. REPLACED STIFFENER AND REPAIRED WEB PER SRM 51-10-01 AND 51-40-02.									
5320 P5CA	856FT 19897	BOEING 747132				FORGING	CORROSION BS 1600-1620		1/21/98 P5CA9800204
LEVEL 1 CORROSION, FOUND ON WINDOW FORGING FWD EDGE BS 1600-1620. BLENDED AND TREATED PER BOEING TELEX PAO-HKG-98-0042RE 23/1/98.									
5320 P5CA	856FT 19897	BOEING 747132				FORGING	CORROSION WINDOW BS 1580		1/21/98 P5CA9800205
LEVEL 1 CORROSION, FOUND ON WINDOW FORGING FWD EDGE BS 1580-1600. BLENDED AND TREATED PER BOEING TELEX PAO-HKG-98-0042RE 23/1/98.									
5320 P5CA	856FT 19897	BOEING 747132				TIE CLIP	CRACKED BS 2180		1/21/98 P5CA9800091
STRINGER TIE CLIP AT BS 2180 STRINGER 12 FOUND CRACKED. REPLACED CLIP PER SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				STIFFENER	CRACKED BS 42		1/21/98 P5CA9800161
UPPER DECK FLOORBEAM STIFFENER CRACKED AT RBS 440, RBL 42. REPAIRED STIFFENER PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				FORGING	CORRODED BS 1560		1/21/98 P5CA9800193
LEVEL 1 CORROSION ON LEFT MAIN DECK WINDOW FRAME FORGING FORWARD EDGE AT BS 1560. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				SUPPORT	CRACKED BS 960		1/21/98 P5CA9800141
FUSELAGE LEFT BS 960 LBL 10 RBL10 FUSE FDW BODY FAIRING SUPPORT FRAME FOUND CRACKED AND CORRODED. REPAIRED FRAME PER SRM 53-50-04 FIG 2.									
5320 P5CA	856FT 19897	BOEING 747132				BRACKET	CRACKED BS 1840		1/21/98 P5CA9800106
FUSELAGE BS 1840 TO 1860 BL 30 PDU SUPPORT ATTACH BRACKET CRACKED. REPAIRED BRACKET PER SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				ANGLE	CORRODED BS 1582		1/21/98 P5CA9800180
CORROSION ON FLOOR SUPPORT ANGLE AT BS 1582, RBL 116. REPLACED SUPPORT ANGLE PER BAC SRM 51-40-04.									
5320 P5CA	856FT 19897	BOEING 747132				BRACKET	CRACKED BS 2674		1/21/98 P5CA9800179
APU COMPT BS 2674 LEFT WL 310 INTER FRAME SUPPORT BRACKET CRACKED. REPLACED BRACKET PER SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				TIE	CRACKED BS 1080		1/21/98 P5CA9800178
CRACKED FRAME TIE AT BS 1080, S 3R TO 4R. REPLACED FRAME TIE PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED BS 2674		1/21/98 P5CA9800177
APU COMPT LEFT BS 2674 WL 310 FRAME CRACKED AND DAMAGED. STOP DRILLED AND REPAIRED AREA CRACKED PER SRM 51-10-01 AND 51-40-03 FIG 2.									

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5320 P5CA	856FT 19897	BOEING 747132				WEB	CRACKED MAIN DECK		1/21/98 P5CA9800176
MAIN DECK RT O/B FLOOR SUPPROT HORIZONTAL WEB FOUND CRACKED. REPAIRED PER SRM 51-40-02 FIG 1.									
5320 P5CA	856FT 19897	BOEING 747132				TENSION TIE	CRACKED BS 920		1/21/98 P5CA9800174
CRACKED TENSION TIE AT BS 920, S 8 AND 9. REPAIRED TENSION PER SB 747 53-2371.									
5320 P5CA	856FT 19897	BOEING 747132				TIE BRACKET	CRACKED BS 2220		1/21/98 P5CA9800173
CRACKED STRINGER 21R FRAME TIE BRACKET AT BS 2220. REPLACED BRACKET PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				TIE CLIP	CRACKED BS 1335		1/21/98 P5CA9800169
CRACKED STRINGER 15R TIE CLIP AT BS 1335. REPLACED STRINGER TIE CLIP PER BAC SRM 51-10-01.									
5320 P5CA	856FT 19897	BOEING 747132				FORGING	CORRODED BS 1620		1/21/98 P5CA9800194
LEVEL 1 CORROSION ON LEFT MAIN DECK WINDOW FRAME FORGING FORWARD EDGE AT BS 1620. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5330 IPXA	674UP 20100	BOEING 747123				SKIN	DAMAGED AFT FUSELAGE		1/28/98 UPS98425712
INSPECTION TYPE-N/A, UPON ARRIVAL FOUND SKIN DAMAGE AND PUNCTURED I/B OF TAIL STAND BAIL FITTING PUNCTURE IS APPROXIMATELY 2 INCH LENGTH. TRANSFERRED TO L/P 319551 ITEM 1. REPAIRED DAMAGED SKIN AS PER EO B747-5330-10025A. CLOSED OUT NON-ROUTINE CARDS.									
5330 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED BS 720-740		1/21/98 P5CA9800181
LEVEL 1 CORROSION ON FUSELAGE SKIN AT BS 720 TO 740, STR 0. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5330 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED BS 1741		1/21/98 P5CA9800102
LEVEL 1 CORROSION FOUND ON SKIN LAP AT FUSELAGE RIGHT BS 1741 TO 2100 STRINGER 12. BLENDED AND TREATED PER SRM 51-10-01.									
5330 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED BS 2000-2120		1/21/98 P5CA9800101
LEVEL 1 CORROSION FOUND ON LAP SEAM FUSELAGE LEFT AT BS 2000 TO 2120. BLENDED AND TREATED PER SRM 51-10-01.									
5343 P5CA	856FT 19897	BOEING 747132				TRUNNION	CORROSION LT MLG		1/21/98 P5CA9800210
LEVEL 1 CORROSION, FOUND LT I/B BODY GEAR TRUNNION AND TRUNNION CAP. TRUNNION BORE MACHINED NDT OK BUSHING CUT TRUNNION CAP. REPLACED PER BOEING SRM 53-10-08 ITEM 1-24.									
5343 P5CA	856FT 19897	BOEING 747132				TRUNNION	CORROSION RT MLG		1/21/98 P5CA9800209
LEVEL 1 CORROSION, FOUND ON RT I/B BODY GEAR TRUNNION AND TRUNNION CAP. TRUNNION BORE MACHINED NDT OK AND BUSHING CUT PER BOEING SRM 53-10-08 ITEM 1-24.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1900		1/21/98 P5CA9800119
LEVEL 1 CORROSION IN SEAT TRACK FLANGE AT BS 1900 TO 1905, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									

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5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORROSION MAIN DECK		1/21/98 P5CA9800212
LEVEL 1 CORROSION, FOUND ON MAIN DECK SEAT TRACK AT BS 1900 BL 11. BLENDED AND TREATED PER BOEING SRM 53-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORROSION BS 1920-2040		1/21/98 P5CA9800211
LEVEL 2 CORROSION, ON MAIN DECK SEAT TRACK FLANGE BS 1920-2040. REPLACED TRACK PER SRM 53-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CRACKED BS 517		1/21/98 P5CA9800153
SEAT TRACK FLANGE CRACKED AT BS 517 TO 523, LBL 33. REPLACED SEAT TRACK PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CRACKED BS 5131		1/21/98 P5CA9800152
SEAT TRACK CRACKED AT BS 513 TO 516, LBL 11. REPLACED SEAT TRACK PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CRACKED BS 700		1/21/98 P5CA9800150
SEAT TRACK CRACKED AT BS 700, LBL 29. REPAIRED SEAT TRACK PER BAC SRM 53-10-05.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CRACKED BS 5601		1/21/98 P5CA9800148
SEAT TRACK CRACKED AT BS 560, LBL 11. REPLACED SEAT TRACK PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	BROKEN BS 2099		1/21/98 P5CA9800147
SEAT TRACK BROKEN AT BS 2099, LBL 66. REPLACED SEAT TRACK PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1920		1/21/98 P5CA9800142
LEVEL 1 CORROSION ON SEAT TRACK AT BS 1920 TO 2040, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1910		1/21/98 P5CA9800118
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1910, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 2250		1/21/98 P5CA9800144
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 2250 TO 2260, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 2135		1/21/98 P5CA9800123
LEVEL 1 CORROSION ON SEAT TRACK LOWER SURFACE AT BS 2135, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1515		1/21/98 P5CA9800125
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1515, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									

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5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1657		1/21/98 P5CA9800127
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1657 TO 1660, RBL 95. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1780		1/21/98 P5CA9800130
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1780 TO 1800, LBL 75. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 560		1/21/98 P5CA9800146
LEVEL 1 CORROSION ON SEAT TRACK AT BS 560 TO 580, RBL 8. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1800		1/21/98 P5CA9800132
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1800 TO 1810, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1820		1/21/98 P5CA9800133
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1820 TO 1840, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1860		1/21/98 P5CA9800134
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1860 TO 1880, LBL 96. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1875		1/21/98 P5CA9800136
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1875 TO 1880, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1760		1/21/98 P5CA9800137
LEVEL 1 CORROSION ON SEAT TRACK CROWN FLANGE AT BS 1760 TO 1880, LBL 76. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1900		1/21/98 P5CA9800138
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1900 TO 1920, LBL 33. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1885		1/21/98 P5CA9800140
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1885, RBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 480		1/21/98 P5CA9800145
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 480, RBL 43. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									
5347 P5CA	856FT 19897	BOEING 747132				SEAT TRACK	CORRODED BS 1500		1/21/98 P5CA9800115
LEVEL 1 CORROSION ON SEAT TRACK CROWN FLANGE AT BS 1500 TO 1520, LBL 11. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01.									

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5350 P5CA	852FT 19757	BOEING 747122				FAIRING	CORROSION LOWER BODY	2/6/98 P5CA9800222	
FUSELAGE LOWER BODY FAIRING PANEL HAS CORROSION. REMOVED CORROSION, APPLIED FILLER, APPLIED CONDUCTIVE COATING, PRIMED AND PAINTED PER SRM 51-10-01, 51-40-08, 51-24-17.									
5400 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED NR 3 PYLON	1/21/98 P5CA9800120	
NR 3 PYLON SKIRT BEAM AREA HYD PRESS FILTER MODULE UPPER SUPPORT CHANEL CRACKED. REPLACED CHANNEL PER SRM 51-10-01.									
5400 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED NR 3 PYLON	1/21/98 P5CA9800158	
NR 3 PYLON THROTTLE PUSH PULL CABLE ATTACH CHANNEL ADJACENT TO ANTI-ICE DUCT IS CRACKED. REPAIRED PER SRM 51-40-03 FIG 3.									
5400 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED NR 4 PYLON	1/21/98 P5CA9800121	
NR 4 PYLON SKIRT BEAM AREA HYD PRESS FILTER SUPPORT CHANNELS CRACKED. REPLACED CHANNELS PER SRM 51-10-01.									
5412 P5CA	856FT 19897	BOEING 747132				BULKHEAD	CRACKED NR 2 PYLON	1/21/98 P5CA9800096	
NR 2 PYLON BULKHEAD RT TOP CORNER FILLET PLATE FASTENER HOLES 2 EA CRACKED. DOUBLER REPAIRED PER REPAIR SCHEME 54-51-33638 AND SB.									
5414 P5CA	856FT 19897	BOEING 747132				SKIN	CHAFED NR 4 PYLON	1/21/98 P5CA9800171	
NR 4 PYLON HAS DEEP CHAFE MARKS AT UPPER EXTERNAL SKIN CROWN AREA. REPAIRED PER REPAIR SCOPE (HAECO) BLENDED O/B DEEP NDT NO CRACKS, INSTALLED REPAIR PER RS 54-51-33635.									
5510 P5CA	856FT 19897	BOEING 747132				ATTACH PLATES	CRACKED RT HORIZ STAB	1/21/98 P5CA9800184	
CRACKED INTERNAL ATTACH PLATES AND FRAMES (12) AT PANEL 341BR ON RIGHT HORIZONTAL STABILIZER. REPAIRED PARTS PER BAC SRM 55-10-06.									
5510 P5CA	856FT 19897	BOEING 747132				SPLICE	CORROSION HORIZ STAB	1/21/98 P5CA9800143	
LEVEL 1 CORROSION FOUND ON LWR AFT SPLICE PLATES LT AND RT HOLE SPLICE PLATE. FOUND 2 EA LOOSE BOLTS. AFTER REMOVAL OF BOLTS FOUND CRACK IN SPLICE PLATE. REMOVED AND TREATED CORROSION DRILLED OVERSIZED BORE ON HOLE WITH CRACK, NDT, SHOT PEENED AND REINSTALLED FASTENERS SRM 51-10-01 BOEING TELEX PAO HKG 98-0058RE.									
5511 IPXA	683UP 20353	BOEING 747121				REAR SPAR	CORRODED RT STABILIZER	2/2/98 UPS98425715	
INSPECTION TYPE:C, RT STABILIZER REAR SPAR LWR CHORD CORRODED AT STA 473-476. SECTION SPLICED AT LWR CHORD IAW 55-10-05.									
5511 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED LT HORIZ STAB	1/21/98 P5CA9800188	
CRACKED INTERNAL FRAMES AND ATTACH PLATES (6) AT PANEL 341CL ON LEFT HORIZONTAL STABILIZER. REPAIRED FRAMES AND PLATES PER BAC SRM 55-10-06.									
5511 P5CA	856FT 19897	BOEING 747132				FRAME	CRACKED RT HORIZ STAB	1/21/98 P5CA9800187	
CRACKED INTERNAL FRAMES (2) AT PANEL 341BR ON RIGHT HORIZONTAL STABILIZER. REPAIRED FRAMES PER BAC SRM 55-10-06.									

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5512 P5CA	921FT 21575	BOEING 747238B				SKIN	DENTED LT HORIZ STAB		2/6/98 P5CA9800213
DURING AIRCRAFT SERVICING, DYNAIR HIGHLIFT FELL ONTO LEFT HAND STABILIZER. REPAIRED PER POLAR MA 5510-02:01.									
5522 P5CA	856FT 19897	BOEING 747132				SKIN	CRACKED LT INBD ELEV		1/21/98 P5CA9800190
CRACK ON AFT INBOARD CORNER OF LEFT INBOARD ELEVATOR. FIBERGLASS REPAIR ACCOMPLISHED PER BAC SRM 51-40-15.									
5532 P5CA	852FT 19757	BOEING 747122				PANEL	DELAMINATION VERT STAB		2/6/98 P5CA9800217
COMP PANEL NR 324L ON LT SIDE OF VERTICAL STAB HAS 3 AREAS OF DELAMINATION. FABRICATED NEW PANEL MATERIAL, CUT NEW CORE, HOT BONDED CORE TO MATERIAL, CURED, TRIMMED TO FIT, PRIMED PER SRM 51-40-06.									
5711 P5CA	856FT 19897	BOEING 747132				SPAR WEB	CORROSION CENTER TANK		1/21/98 P5CA9800103
CENTER TANK REAR SPAR WEB FOUND CORROSION AT LT OVERRIDE JETTISON PUMP BONDING JUMPER ATTACH AREA. BLENDED AND TREATED PER SRM 51-10-01.									
5712 P5CA	856FT 19897	BOEING 747132				RIB	CRACKED NR 2 MAIN TANK		1/21/98 P5CA9800122
NR 2 MAIN TANK LOWER REP STIFFENER CRACKED RIB. ALSO, WEB UNDER STIFFENER CRACKED. REPLACED STIFFENER AND REPAIRED WEB PER SRM 51-10-01 AND 57-10-05 FIG 2.									
5720 P5CA	856FT 19897	BOEING 747132				STIFFENER	CRACKED WS 669.5		1/21/98 P5CA9800162
RIGHT WING STRINGER 22 WINT STA 669.5 VERTICAL STIFFENER CRACKED AT UPPER NR 1 FASTENER HOLE. REPLACED STIFFENER PER SRM 51-10-01.									
5720 P5CA	856FT 19897	BOEING 747132				CHORD	CRACKED LT WING		1/21/98 P5CA9800098
LT WING LOWER CHORD FASTENER HOLE CRACK ON WEB AT 4 O'CLOCK POSITION. REPAIRED HOLE TO OVERSIZED TO .562 NDT NO CRACK FOUND PER HAECO RS 57-21-33654.									
5720 P5CA	856FT 19897	BOEING 747132				BRACE	CRACKED LT WING		1/21/98 P5CA9800183
LEFT WING L/E RIB TO FRONT SPAR LWR CHORD TUBE BRACE FWD END CRACKED. REPLACED BRACE PER MM 20-51-01.									
5720 P5CA	856FT 19897	BOEING 747132				ANGLE	CRACKED RT WING		1/21/98 P5CA9800129
RT WING T/E ACCESS PANEL 672 EB INBOARD SUPPORT FRAME AFT MOUNTING ANGLE CRACKED. SUPPORT ANGLE REPAIRED PER SRM 51-10-01.									
5730 P5CA	852FT 19757	BOEING 747122				PANEL	DISBONDED RT WING		2/6/98 P5CA9800219
RT WING UPPER SURFACE PANEL DISBONDED. REMOVED DAMAGED CHECKED FOR MOISTURE. DID FIBERGLASS OVERLAYS AND FILLERS PRIMED AND PAINTED PER SRM 51-40-07 AND 51-24-11.									
5730 P5CA	852FT 19757	BOEING 747122				PANEL	DAMAGE RT WING		2/5/98 P5CA9800226
RT WING GEAR FLYING PANEL AFT CORNER HAS DAMAGE. REMOVED DAMAGED AREA, APPLIED FIBERGLASS FILLERS AND OVERLAYS, APPLIED CONDUCTIVE COATING PER SRM 51-40-11 AND 51-24-11.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CRACKED RT WING		1/21/98 P5CA9800196
CRACKED AND CHAFED RIGHT WING LOWER LEADING EDGE SKIN. REPAIRED PER BAC SRM 57-30-04.									

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5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION RT WING		1/21/98 P5CA9800199
LEVEL 1 CORROSION, RT WING UPPER SURFACE ALONG FRONT SPAR. BLENDED AND TREATED PER BAC SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED RT WING		1/21/98 P5CA9800186
LEVEL 1 CORROSION ON RT WING UPPER SURFACE BETWEEN MID AND REAR SPARS WS 550, 915, 1215, 1470. BLENDED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION WS 540-830		1/21/98 P5CA9800189
LEVEL 1 CORROSION RIGHT WING UPPER SURFACE BETWEEN FRONT AND MID SPARS STR 14 TO 30 WING STA 540 TO 830. BLENDED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED LT WING		1/21/98 P5CA9800172
LEVEL 1 CORROSION ON LT WING LOWER SURFACE SKIN 70 INCHES AFT OF FRONT SPAR BEHIND NR 1 PYLON. REMOVED HI-LOKS BLENDED SHOT PEENED AND TREATED AND INSTALLED HI-LOKS PER SRM 51-10-02 AND 51-10-01 AND OHM 20-10-03.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800191
LEVEL 1 CORROSION ON LT WING UPPER SURFACE ALONG FRONT SPAR SKIN AT FASTENER HEADS. BLENDED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED WS 1525-1545		1/21/98 P5CA9800192
LEVEL 1 CORROSION RT UPPER WING SURFACE BETWEEN FRONT AND REAR SPAR STRINGER 1 TO 25 WING STA 1525 1545. BLENDED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORRODED RT WING		1/21/98 P5CA9800195
LEVEL 1 CORROSION ON RIGHT WING UPPER SURFACE FORWARD OF INBOARD AILERON. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-02 AND BAC OHM 20-10-03.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION RT WING		1/21/98 P5CA9800198
LEVEL 1 CORROSION, RT WING UPPER SURFACE ALONG MIDSPAR AREA ON SKIN. BLENDED AND TREATED PER BAC SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800207
LEVEL 1 CORROSION, FOUND LT WING LOWER SKIN 62 INCHES AFT OF FRONT SPAR. BLENDED AND TREATED PER BOEING SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800208
LEVEL 1 CORROSION, FOUND LOWER SKIN 38 INCHES AFT OF FRONT SPAR STRINGER 10. BLENDED AND TREATED PER BOEING SRM 57-30-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800200
LEVEL 1 CORROSION, ON LT WING UPPER SURFACE BETWEEN FRONT AND MIDSPAR. BLENDED AND TREATED PER BAC 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800201
LEVEL 1 CORROSION, ON LT WING UPPER SURFACE AFT OF FRONT SPAR. BLENDED AND TREATED PER SRM 51-10-01.									

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5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION RT WING		1/21/98 P5CA9800206
LEVEL 1 CORROSION, FOUND ON RT WING UPPER SURFACE REAR SPAR AREA. BLENDED AND SHOT PEENED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800203
LEVEL 1 CORROSION, LT WING UPPER SURFACE AT REAR SPAR. BLENDED AND TREATED PER SRM 51-10-01.									
5730 P5CA	856FT 19897	BOEING 747132				SKIN	CORROSION LT WING		1/21/98 P5CA9800202
LEVEL 1 CORROSION, LT WING UPPER SURFACE ALONG FRONT SPAR SPOTS OF CORROSION AROUND FASTENER HEADS ALONG FRONT SPAR. BLENDED AND TREATED PER SRM 51-10-01.									
5751 P5CA	852FT 19757	BOEING 747122				SKIN	DAMAGED RT AILERON		2/6/98 P5CA9800218
RT OUTBD AILERON UPPER SURFACE OUTBD HAS SPEED TAPE REPAIR. REMOVED DAMAGED FIBERGLASS SKIN, REPAIRED SAME USING OVERLAYS AND FILLERS. PRIMED AND PAINTED PER SRM 51-40-07 AND 51-24-11.									
5751 P5CA	856FT 19897	BOEING 747132				WEB	CRACKED INBD AILERON		1/21/98 P5CA9800197
CRACKED INBOARD AILERON OUTBOARD WEB. REPAIRED PER BAC SRM 51-40-02.									
5753 P5CA	852FT 19757	BOEING 747122				SKIN	DELAMINATED LT LE FLAP		2/5/98 P5CA9800227
LT INBOARD FOREFLAP L/E OUTBD SIDE DELAMINATED. REPAIRED DELAMINATION PER SRM 51-40-11 AND 51-24-11.									
5753 P5CA	852FT 19757	BOEING 747122				PANEL	CRACKED LT TE MIDFLAP		2/6/98 P5CA9800215
LT INBD MIDFLAP COVE LIP PANEL AT OUTBOARD END CRACKED. STOP DRILLED CRACK/INSTALLED FIBERGLASS OVERLAYS PRIMED AND PAINTED PER SRM 51-40-15 AND 51-24-11.									
5753 P5CA	852FT 19757	BOEING 747122				PANEL	CRACKED LT TE MIDFLAP		1/6/98 P5CA9800216
LT INBD MIDFLAP COVE LIP PANEL AT OUTBD END CRACKED. STOP DRILLED CRACK/INSTALLED FIBERGLASS OVERLAYS PRIMED AND PAINTED PER SRM 51-40-15 AND 51-24-11.									
5753 P5CA	856FT 19897	BOEING 747132				CHANNEL	CRACKED NR 16 LE FLAP		1/21/98 P5CA9800105
RT WING NR 16 L/E FLAP PANEL UPPER O/B HINGE ATTACH CHANEL CRACKED. REPAIRED CHANEL PER SRM 51-10-01 PG 18.									
5753 P5CA	856FT 19897	BOEING 747132				WEB	CRACKED NR 16 LE FLAP		1/21/98 P5CA9800175
NR 16 L/E FLAP O/B WEB UPPER RADIUS IS CRACKED. STOP DRILLED AND REPAIRED O/B SUPPORT PER SRM 51-40-03.									
5753 P5CA	856FT 19897	BOEING 747132				PANEL	DELAMINATED LT TE AFT FLAP		1/21/98 P5CA9800116
LT I/B AFT FLAP LOWER CENTER STRESS PANEL DELAMINATED AT CENTER AREA. REPLACED STRESS PANEL PER SRM 51-10-01.									
5754 P5CA	856FT 19897	BOEING 747132				RIB	CRACKED NR 14 LE FLAP		1/21/98 P5CA9800108
NR 14 L/E FLAP PANEL I/B WEB LOWER RADIUS CRACKED. REPLACED FLAP SUPPORT RIB PER SRM 51-10-01.									

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5754 P5CA	856FT 19897	BOEING 747132				BRACKET	CRACKED NR 14 LE FLAP		1/21/98 P5CA9800109
NR 14 LE FLAP BULNOSE FAIRING MOST I/B AND MOST O/B ATTACH ARM TO FLAP PANEL BRACKETS ARE CRACKED. REPLACED BRACKETS PER SRM 51-10-01.									
5754 P5CA	856FT 19897	BOEING 747132				BRACKET	CRACKED NR 13 LE FLAP		1/21/98 P5CA9800110
NR 13 L/E FLAP BULLNOSE MOST I/B ATTACH ARM BRACKET ON FLAP PANEL IS CRACKED. REPLACED BRACKET PER SRM 51-10-01.									
5754 P5CA	856FT 19897	BOEING 747132				WEB	CRACKED NR 13 LE FLAP		1/21/98 P5CA9800111
NR 13 L/E FLAP PANEL I/B WEB UPPER RADIUS CRACKED. REPAIRED PER SRM 51-40-03 FIG 3.									
5754 P5CA	856FT 19897	BOEING 747132				WEB	CRACKED NR 16 LE FLAP		1/21/98 P5CA9800135
NR 16 L/E FLAP O/B WEB UPPER RADIUS CRACKED. STOP DRILLED AND REPAIRED PER SRM 51-40-03 FIG 1.									
5754 P5CA	856FT 19897	BOEING 747132				BRACKET	CRACKED NR 15 LE FLAP		1/21/98 P5CA9800149
NR 15 L/E FLAP BULLNOSE ATTACH ARM BRACKET MOST I/B IS CRACKED. REPLACED ARM BRACKET PER SRM 51-10-01.									
5755 P5CA	852FT 19757	BOEING 747122				PANEL	DISBONDED NR 6 SPOILER		2/5/98 P5CA9800223
NR 6 SPOILER LT WING LOWER SURFACE HAS DISBONDED AREA. CUTOUT DAMAGED AREA, REPLACED CORE, FABRICATED FILLER AND DOUBLER BONDED, CURED, SEALED, PRIMED AND PAINTED PER SRM 51-40-06 AND 51-24-11.									
5755 P5CA	852FT 19757	BOEING 747122				SPOILER	DELAMINATION NR 1 SPOILER		2/5/98 P5CA9800225
NR 1 SPOILER LT WING LWR SURFACE HAS DELAMINATION. CUTOUT DAMAGED AREA AND REPAIRED PER SRM 57-50-00 AND 51-24-11 AND MM 27-61-02.									
5755 P5CA	852FT 19757	BOEING 747122				SPOILER	DELAMINATION NR 4 SPOILER		2/5/98 P5CA9800224
NR 4 SPOILER LT WING LOWER SURFACE HAS DELAMINATION. REMOVED AND REPLACED NR 4 SPOILER PANEL PER MM 27-61-02.									
5755 P5CA	852FT 19757	BOEING 747122				SKIN	DISBONDED NR 10 SPOILER		2/6/98 P5CA9800220
SPOILER RT WING HAS LARGE DISBONDED REPAIR TO UPPER SURFACE. REMOVED AND REPLACED NR 10 SPOILER PANEL PER MM 27-61-02.									
5755 P5CA	852FT 19757	BOEING 747122				PANEL	CORROSION NR 8 SPOILER		2/5/98 P5CA9800221
NR 8 SPOILER RT HAS CORROSION A BOTH INBD AND OUTBD SEALS. REMOVED AND REPLACED NR 8 SPOILER PANEL PER MM 27-61-01.									
5755 P5CA	856FT 19897	BOEING 747132				PANEL 65B022501	CRACKED NR 3 SPOILER		1/21/98 P5CA9800113
NR 3 SPOILER PANEL AT ROD END ATTACH FITTING FILLET AREA IS CRACKED. REPLACED SPOILER PANEL PER MM 27-61-02.									
5755 P5CA	856FT 19897	BOEING 747132				PANEL 65B022501	CRACKED NR 10 SPOILER		1/21/98 P5CA9800112
NR 10 SPOILER PANEL AT ROD END FITTING FILLET AREA CRACKED. REPLACED SPOILER PANEL PER SRM 27-61-02.									

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5755 P5CA	856FT 19897	BOEING 747132				DOUBLER 65B023001	CRACKED NR 8 SPOILER		1/21/98 P5CA9800107
NR 8 SPOILER ROD END FITTING DOUBLER CRACKED AT FASTENER HOLES. REPLACED NR 8 SPOILER PER MM 27-61-01.									
7120 P5CA	852FT 19757	BOEING 747122				MOUNT BOLT	LOOSE NR 4 ENGINE		2/5/98 P5CA9800228
NR 4 PYLON FWD MOUNT INBD BOLT WASHER ON HEAD SIDE LOOSE. REMOVED WEIGHT OF ENGINE FROM FWD MOUNT. RETORQUED LOOSE BOLD PER MM 71-21-01.									
7200 YIEA	809MC 20887	BOEING 747228F	PWA JT9D7J			ENGINE	FAILED NR 4	57966 296	10/20/97 UIEA9709
***** CREW REPORTS: FLT NR LAU 322/28, BOG/MIA - DEPARTED BOG ON 9-28-97 AND EXPERIENCED AN ABORTED TAKEOFF DUE NR 4 ENGINE FAN BLADE SEPARATION (2 EACH). IN ADDITION, EXHAUST TAIL PLUG EXITED THE ENGINE AND WAS RECOVERED FROM THE RUNWAY. FAN EXIT GUIDE VANES EXHIBIT DAMAGE AND SEVERAL MISSING. ALL FAN BLADES EXHIBIT DAMAGE. REPLACED NR 4 ENGINE, SN ON 662439. OPERATIONAL CHECK SATISFACTORY. (X)									
7200 NWAA	613US 20358	BOEING 747251B	PWA JT9D7F			ENGINE	FLAMED OUT NR 4		2/6/98 9802296613
JUST BEFORE TOP OF DESCENT AT FL370, THE NR 4 ENGINE FLAMED OUT. THE ENGINE WAS RESTARTED NORMALLY AT FL310 AND PERFORMED WITHOUT ANY PROBLEMS FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE VISUALLY INSPECTED THE ENGINE WITH NO DEFECTS NOTED. THE ENGINE FUEL FILTER AND EVC FUEL FILTER WERE REPLACED AS A PRECAUTION.									
7200 NWAA	629US 22388	BOEING 747251F	PWA JT9D7F			ENGINE	FAILED NR 2		2/1/98 9802206729
APPROXIMATELY 30 MINUTES AFTER TAKEOFF, THE NR 2 ENGINE FILTER BYPASS WARNING LIGHT ILLUMINATED. THE ENGINE WAS SHUT DOWN AND THE AIRCRAFT RETURNED TO ANC. MAINTENANCE FOUND THE NR 2 ENGINE MAIN OIL FILTER CLOGGED. THE AIRCRAFT WAS FERRIED ON THREE ENGINES TO MSP FOR AN ENGINE CHANGE.									
7200 UALA	189UA 26878	BOEING 747422	PWA PW4056			ENGINE	FLAMED OUT NR 4	33015	9/18/97 97UAL900717
WITH ALL ENGINES IN EEC ALT MODE CRUISE, NR 4 ENGINE FLAMED OUT. RESTARTED ENGINE, HOWEVER ENGINE SURGED UNCONTROLLABLY. DID NOT SHUT DOWN BUT THROTTLED BACK (ENGINE OK ALT IDLE).									
7250 P5CA	856FT 19897	BOEING 747132	PWA JT9D7A			RAIL	CRACKED NR 3 ENGINE		1/21/98 P5CA9800168
NR 3 ENG TEC R-RAIL AT 10 O'CLOCK POSITION HAS CRACKED RADIAL LIGHTING HOLE. WELDED AND STRESS RELIEVED PER PWA MM 72-53-01 NR 22.									
7250 P5CA	856FT 19897	BOEING 747132	PWA JT9D7A			RAIL	CRACKED NR 3 ENGINE		1/21/98 P5CA9800166
NR 3 ENG TEC S-RAIL AT 11:45 POSITION HAS A CLEVIS PIN HOLE CRACK. REMOVED ENG MOUNT, WELDED AND RELIEVED AND REINSTALLED MOUNT PER PWA MM 72-53-01 NR 22.									
7250 P5CA	856FT 19897	BOEING 747132	PWA JT9D7A			RAIL	CRACKED NR 3 ENGINE		1/21/98 P5CA9800165
NR 3 ENG TEC S-RAIL AT 1:30 AND 10 O'CLOCK POSITION HAS 2 EA RACETRACK SLOT O/D CRACKS. WELDED AND RELIEVED PER PWA MM 72-53-01 NR 22.									
7250 P5CA	856FT 19897	BOEING 747132	PWA JT9D7A			RAIL	CRACK NR 3 ENGINE		1/21/98 P5CA9800163
NR 3 ENG TEC S-RAIL AT 1:30 POSITION HAS A RACE TRACK SLOT O/D CRACK. WELDED AND RELIEVED PER PWA MM 72-53-01 NR 22.									
7250 P5CA	856FT 19897	BOEING 747132	PWA JT9D7A			RAIL	CRACKED NR 4 ENGINE		1/21/98 P5CA9800185
NR 4 ENG TEC R-RAIL AT 11 O'CLOCK POSITION PREVIOUS WELD AT LIGHTING HOLE SLOT INNER RADIUS CRACKED. WELDED AND NORMALIZED PER PWA MM 72-53-01 NR 22.									

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7260 TWAA	53110 19676	BOEING 747131	PWA JT9D7AH			GEAR BOX 745450001	FAILED NR 2 ENGINE		1/17/98 TWAA9800901
FCO - FLT 883 - DURING CRUISE, NR 2 ENGINE OIL PRESS SLOWLY WENT TO ZERO. SHUT DOWN THE ENGINE. REPLACED OIL PUMP MGR P/N 804659-1 AND GEAR BOX MFG P/N 746450-001. (M)									
7261 P5CA	852FT 19757	BOEING 747122	PWA JT9D7A			O-RING	CUT NR 3 OIL FILTER		2/8/98 P5CA9800214
LOW OIL QUANTITY INFLIGHT DOWN TO 1.06 GALS. PRECAUTIONARY SHUT-DOWN. FOUND O-RING FOR MAIN OIL FILTER DAMAGED. REPLACED O-RING RAN ENG AFTER OIL SERVICING, NO LEAKS FOUND. RESERVICED ENGINE AFTER RUN TO TOTAL OF 28 QTS PER MM REF 72-61-05.									
2560 UALA	537UA 25157	BOEING 757222	PWA PW2037		AIE CRUISERS	MECHANISM D31042205	LACK OF LUBE DOOR 4R		9/7/97 97UAL900685
RIGHT REAR GALLEY DOOR WOULD NOT ARM. *S/D* LUBED LINKAGE BETWEEN THE MODE SELECTOR LEVER AND GIRT BAR MECHANISM. ENGAGED SLIDE SEVERAL TIMES, TESTED OK EACH TIME.									
2560 UALA	551UA 25399	BOEING 757222	PWA PW2037		AIR CRUISERS	STRAP D31564101	MISSING 3R DOOR		8/29/97 97UAL900655
DOOR 3R MISSING D-RING ATTACH STRAP FOR SURVIVAL KIT. *S/D* REPLACED ATTACH STRAP.									
2560 UALA	558UA 26654	BOEING 757222	PWA PW2037			BULB	FAILED 3R DOOR		9/7/97 97UAL900687
DISCOVERED SLIDE LIGHT INOP WHEN ARMING DOOR 3R. LIGHT BULB INOP. RELAMPED, OPERATED NORMAL.									
2560 UALA	580UA 26698	BOEING 757222	PWA PW2037			DOOR	WILL NOT ARM CABIN		8/28/97 97UAL900656
DOOR 1R WOULD NOT ARM AT DEPARTURE. *S/D* FOUND SLIDE LANYARD INTERFERING WITH GIRT BAR. SECURED SLIDE LANYARD AND OPS CHECKED NORMAL.									
2565 UALA	569UA 26677	BOEING 757222	PWA PW2037			SHAFT B181161	TWISTED BOTTLE VALVE		8/26/97 36 97UAL900669
DURING SHOP OVERHAUL OF SLIDE, REMOVED FOR TIME EXPIRATION. THE SLIDE FAILED TO INFLATE TO MANUFACTURER'S SPECIFICATIONS. UPON DISASSEMBLY OF THE BOTTLE VALVE THE SHAFT WAS FOUND TO BE TWISTED. *S/D* REPLACED BOTTLE VALVE.									
2565 UALA	572UA 26682	BOEING 757222	PWA PW2037		AIR CRUISERS	TUBE D31038201	SEPARATED SLIDE		8/27/97 97UAL900663
DURING SHOP OVERHAUL OF SLIDE REMOVED FOR TIME EXPIRATION, A 16 INCH SEAM SEPARATION OCCURRED IN THE RIGHT HAND DOG LEG TUBE. THE AREA AROUND THE SEPARATION WAS CLEANED AND THE SEAM REPAIRED.									
2565 UALA	585UA 26709	BOEING 757222	PWA PW2037		AIR CRUISERS	TUBE D30654122	WORN SLIDE		8/25/97 97UAL900664
DURING SHOP OVERHAUL OF SLIDE/ RAFT REMOVED FOR TIME EXPIRATION, IT WAS FOUND THAT THE LOWER TUBE RELIEF VALVE HAD WORN A HOLE INTO THE LOWER TUBE. THE HOLE WAS REPAIRED WITH AN OUTSIDE PATCH.									
2613 UALA	525UA 24978	BOEING 757222	PWA PW2037			OVERHEAT WARN	ACTIVATED E/E COMPT		9/6/97 97UAL900679
EICAS EQUIPMENT OVERHEAT AND STATUS MESSAGES, SUPPLY FAN AND OVERBOARD EXHAUST VALVE DISPLAYED IN NORMAL. ALTERNATE EQUIPMENT COOLING DOES NOT CLEAR MESSAGES PER CREW. A/C DIVERTED TO ORD UNDER AMBER ALERT.									
2621 UALA	584UA 26706	BOEING 757222	PWA PW2037			FIRE BOTTLE	LOW PRESSURE APU		9/16/97 97UAL900710
APU FIRE BOTTLE DISCHARGE LIGHT ON. APU FIRE BOTTLE LOW ON PRESSURE, SO APU RENDERED INOP.									

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2751 UALA	529UA 25019	BOEING 757222	PWA PW2037			FLAP LIGHT	ILLUMINATED TE FLAPS	9/1/97	97UAL900654
TRAILING EDGE FLAP LIGHT CAME ON WHEN MOVING FLAP HANDLE FROM 20 TO 25 DEGREES FLAP POSITION. FLAP INDICATOR REMAINED AT 20 DEGREES. A/C LANDED SFO UNDER AMBER ALERT. *S/D* THE CAUSE OF THIS DISCREPANCY WAS NOT FOUND. TROUBLESHOOTING AND OPERATIONAL CHECKS WERE ACCOMPLISHED PER APPLICABLE MMS AND NO DISCREPANCIES WERE NOTED.									
2751 USAA	611AU 27123	BOEING 7572B7				POSITION TRANS S251N40318	FAILED RT TE FLAP	1/8/98	USAABB98003
BWI - FLT 6 - ON APPROACH TO DCA, THE FLAPS FAILED TO MOVE AND CREW RECEIVED THE EICAS MESSAGE, 'TE FLAP ASYM'. FLT DIVERTED TO BWI AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE RIGHT FLAP POSITION TRANSMITTER. (M)									
3350 UALA	502UA 24623	BOEING 757222	PWA PW2037			BATTERY PACK	DISCHARGED CABIN	9/19/97	97UAL900722
SEVERAL EMERGENCY LIGHTS OUT, RT OVERWING AREA. REPLACED BATTERY PACK, AT STATION 985, IN THE RT PSU SPACER PANEL PER MM 33-51-07.									
3350 UALA	516UA 24860	BOEING 757222	PWA PW2037			LIGHT	LOOSE CABIN	8/30/97	97UAL900653
AT SEAT 9D, EMERGENCY LIGHT ON BULLNOSE, JUST BELOW BIN, PUSHED IN. SECURED LIGHT ASSEMBLY.									
3350 UALA	518UA 24871	BOEING 757222	PWA PW2037			LIGHT	INOPERATIVE CABIN	9/4/97	97UAL900674
EMERGENCY LIGHTS FORWARD OF FORWARD OVERWING EXIT TO DOOR 2LH DID NOT WORK.									
3350 UALA	524UA 24977	BOEING 757222	PWA PW2037			BATTERY	DISCHARGED CABIN	9/20/97	97UAL900720
ALL EMERGENCY LIGHTS IN AFT GALLEY AREA ARE INOP, AND EEL LIGHTS IN BULLNOSE ABOVE SEATS 30C AND 34C ARE INOP. REPLACED POWER SUPPLY BATTERY AT M10817.									
3350 UALA	540UA 25252	BOEING 757222	PWA PW2037			LIGHT	INOPERATIVE CABIN	9/12/97	97UAL900701
EXTERIOR EMERGENCY LIGHTS INOP AT LEFT AFT ENTRY, RIGHT AFT ENTRY, LEFT OVERWING AFT LAMP, AND RIGHT OVERWING FORWARD LAMP. *S/D* RELAMPED.									
3350 UALA	547UA 25368	BOEING 757222	PWA PW2037			BATTERY PACK	DISCHARGED CABIN	9/13/97	97UAL900703
EMERGENCY EEL LIGHTING SECTION IS INOP AT STATION 1370 LEFT HAND SIDE. *S/D* REPLACED BATTERY PACK IN PASSENGER SERVICE UNIT STATION 1370, LEFT HAND SIDE.									
3350 UALA	559UA 26657	BOEING 757222	PWA PW2037			BATTERY PACK	DISCHARGED CABIN	9/10/97	97UAL900695
AT DEPARTURE, EEL LIGHTS CAME ON AND WOULD NOT EXTINGUISH. *S/D* SWOPPED NEW BATTERY AND CHARGER IN BOTH FWD POSITIONS, NO HELP. NEW BATTERY AND CHARGER WORKED NORMAL IN MID POSITIONS. SWITCHED AFT BATTERY PACK FROM AFT CABIN INSTALLED FWD BATTERY PACK IN 2L OPS CKD OK. REPLACED BATTERY CHARGER AND BATTERY PACK, OPERATED TEST BUTTON AT 2L STAY ON 25 SEC AND OPS EEL IN FLIGHT DECK OPS CKD NORMAL.									
3350 UALA	575UA 26689	BOEING 757222	PWA PW2037			BATTERY	DISCHARGED CABIN	9/19/97	97UAL900721
FLASHLIGHT AT DOOR 1L INOP, BATTERY DEAD. REPLACED BATTERY.									
3350 UALA	587UA 26713	BOEING 757222	PWA PW2037			LAMP	FAILED CABIN	9/17/97	97UAL900716
DOOR 4L EXTERIOR EMERGENCY LIGHT INOP. REPLACED LAMP, CHECKS GOOD.									

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3350 USAA	602AU 22196	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE CABIN		1/18/98 USAABB98004
LAX - FOUND R1 DOOR EMERGENCY EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE EXIT IDENTIFIER. (M)									
3350 USAA	607AU 22203	BOEING 757225				LIGHT 873100151REV9	INOPERATIVE CABIN		1/14/98 USAABB98006
LAX - FLOOR EMERGENCY LIGHTING INOPERATIVE AT ROWS 9 AND 18. MAINTENANCE REPLACED THE LIGHT ASSEMBLIES. (M)									
3350 USAA	608AU 22204	BOEING 757225				LIGHT 873100151REV9	INOPERATIVE CABIN		1/4/98 USAABB98002
LAX - EMERGENCY AISLE LIGHTING AT ROW 1 INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSY. (M)									
3350 USAA	609AU 22205	BOEING 757225				BATTERY 9221009	DISCHARGED CABIN		1/10/98 USAABB98005
LAX - FOUND L4 EMERGENCY EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
3350 TWAA	711ZX 28481	BOEING 757231				LAMP 767	FAILED CABIN		12/17/97 TWAA9714905
JFK - FLT 399 - DURING LS CHECK, EMERGENCY LIGHTS FAILED AT R2 AND R4 DOORS. REPLACED LAMPS MFG PN 767. NEW AIRCRAFT.									
3350 DALA	664DN 25012	BOEING 757232			61020	BATTERY	DISCHARGED CABIN		2/1/98 DL757980276
R-3 FLASHLIGHT WON'T BLINK. FOUND FLASHLIGHT OUT OF HOLDER ASSY. REPLACED BATTERY PLACARD AND STRAP, OPN NORM.									
3350 USAA	610AU 27122	BOEING 7572B7				POWER SUPPLY 873100151REV9	DISCHARGED CABIN		12/27/97 USAABB97169
LAX - FOUND ROW 13 AISLE EMERGENCY LIGHT POWER SUPPLY INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY. (M)									
3350 USAA	610AU 27122	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		12/27/97 USAABB97170
LAX - ALL FLOOR EMERGENCY LIGHTS INOPERATIVE. MAINTNENANCE REPLACED ALL 10 BATTERIES. (M)									
3350 USAA	614AU 27145	BOEING 7572B7				BATTERY 86210066	DISCHARGED CABIN		1/1/97 USAABB98001
LAX - FLOOR EMERGENCY LIGHT AT ROW 26 INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
3350 USAA	619AU 27198	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		12/28/97 USAABB97171
LAX - FOUND FLOOR EMERGENCY LIGHTS INOPERATIVE AT ROWS 18, 23 AND 33. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	624AU 27245	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		1/12/98 USAABB98007
LAX - FLOOR EMERGENCY LIGHTING INOPERATIVE AT ROWS 4 AND 6. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	626AU 27303	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		12/21/97 USAABB97168
LAX - FLOOR EMERGENCY LIGHTS AT ROWS 1, 4, 6, 23, 26, 29 AND 33 INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES. (M)									

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4900 UALA	503UA 24624	BOEING 757222	PWA PW2037			APU	INOPERATIVE AFT FUSELAGE		9/4/97 97UAL900682
APU INOP AT DEPARTURE TIME.									
4900 UALA	509UA 24763	BOEING 757222	PWA PW2037			APU	INOPERATIVE AFT FUSELAGE		9/3/97 97UAL900668
APU START PROBLEM, PRESSURE GOES TO ZERO ON ENGINE START. APU INOP.									
4900 UALA	542UA 25276	BOEING 757222	PWA PW2037			APU	INOPERATIVE AFT FUSELAGE		9/3/97 97UAL900666
APU PRESSURE GOES TO ZERO ON ENGINE START AND GENERATOR GOES OFF-LINE. APU PNEUMATIC AND ELECTRICAL INOP. APU INOP.									
4900 UALA	542UA 25276	BOEING 757222	PWA PW2037			APU	MALFUNCTIONED APU COMPT		9/6/97 97UAL900684
APU DROPS OFF LINE AT ENGINE START. ALSO, APU WILL NOT HOLD ELECTRICAL POWER.									
4900 UALA	544UA 25322	BOEING 757222	PWA PW2037			APU	INOPERATIVE AFT FUSELAGE		9/10/97 97UAL900696
APU DUCT PRESSURE LOW AT ENGINE START, APU INOP.									
4900 UALA	567UA 26673	BOEING 757222	PWA PW2037			APU	INOPERATIVE AFT FUSELAGE		9/10/97 97UAL900692
APU BOTTLE DISCHARGE LIGHT ON. APU INOP.									
4900 UALA	587UA 26713	BOEING 757222	PWA PW2037			APU	SHUT DOWN AFT FUSELAGE		9/3/97 97UAL900675
APU AUTO SHUTDOWN AT DEPARTURE.									
4920 UALA	534UA 25129	BOEING 757222	PWA PW2037			APU	SHUT DOWN AFT FUSELAGE		8/28/97 97UAL900662
APU SHUTDOWN AUTOMATICALLY THREE TIMES.									
4940 UALA	533UA 25073	BOEING 757222	PWA PW2037			APU	WILL NOT START APU COMPT		9/7/97 97UAL900683
APU WOULD NOT START.									
4940 UALA	534UA 25129	BOEING 757222	PWA PW2037			APU	WILL NOT START AFT FUSELAGE		9/10/97 97UAL900699
APU WOULD NOT START.									
4950 UALA	510UA 24780	BOEING 757222	PWA PW2037			BLEED VALVE	CLOSED APU		9/21/97 97UAL900723
APU BLEED VALVE WOULD NOT OPEN. APU BLEED VALVE IN CLOSED POSITION, AND APU BLEED POWER CIRCUIT BREAKER IS SAFETIED OPEN.									
4950 UALA	562UA 26664	BOEING 757222	PWA PW2037			DUCT	BROKEN APU		9/16/97 97UAL900711
NR 1 ENGINE, REPORT SLOW ACCELERATION TO IDLE. AFTER INSPECTION OF APU AREA, BROKEN DUCT WAS IDENTIFIED. APU INOP.									

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4950 UALA	578UA 26694	BOEING 757222	PWA PW2037			PNEUMATIC SYS	INOPERATIVE APU		9/9/97 97UAL900688
APU PNEUMATICS INOP.									
4950 UALA	588UA 26717	BOEING 757222	PWA PW2037			SHUT OFF VALVE	FAILED APU		9/10/97 97UAL900697
APU AIR SHUTOFF VALVE WILL NOT GO TO CLOSED POSITION. DEACTIVATED APU AIR BLEED SHUTOFF VALVE IN CLOSED POSITION.									
5210 UALA	539UA 25223	BOEING 757222	PWA PW2037		IIRT 80330034	ASSIST BOTTLE	EMPY 4L DOOR		9/3/97 97UAL900676
FOUND DOOR 4L ASSIST BOTTLE EMPTY AT DEPARTURE. *S/D* REPLACED BOTTLE.									
5241 UALA	504UA 24625	BOEING 757222	PWA PW2037		BOEING 69B13054	LATCH SPRING	BROKEN 4R DOOR		9/11/97 97UAL900698
DOOR 4R HANDLE HOOK LATCH SPRING BROKEN. *S/D* CAUSE UNKNOWN. REPLACED SPRING AND HANDLE LATCHES NORMALLY.									
5414 UALA	549UA 25397	BOEING 757222	PWA PW2037			SKIN 311N345017	CRACKED NR 1 NACELLE	20522 20522	9/12/97 97UAL900705
NR 1 ENGINE NACELLE STRUT LEFT HAND SIDE SKIN, (P/N 311N345017), WAS FOUND WITH A CRACK EMANATING FROM THE FORWARD MOST ACCESS HOLE, NAC STA 112.92 WL 137, AT APPROXIMATELY THE ONE O'CLOCK POSITION. CRACK LENGTH IS APPROXIMATELY 1.625 INCHES. UAL FEELS THIS FAILURE WAS A RESULT OF TOOLING MARKS PRESENT AT THE TIME OF PRODUCTION. ACCOMPLISHED REPAIR PER STANDARD PRACTICES.									
5754 DALA	673DL 25978	BOEING 757232				WEDGE 114N4005158	DELAMINATED NR 7 LE SLAT		2/2/98 DL757980302
THE NR 7 SLAT TRAILING EDGE WAS FOUND WITH A 4 X 5.5 AREA OF DELAMINATION ON THE LOWER SURFACE. THE DAMAGE WAS REPAIRED PER THE B757 SRM 51-70-10 AND DOCUMENTED PER ER/A 363912-14.									
7200 UALA	534UA 25129	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED NR 2		2/5/98 98UAL900046
NUMBER 2 ENGINE OIL QUANTITY DROPPED, OIL PRESSURE FLUCTUATED AND DROPPED TO 100 PSI. CREW SHUT DOWN ENGINE.									
2434 UALA	602UA 21863	BOEING 767222	PWA JT9D7R4D			GENERATOR	FAILED APU		9/14/97 97UAL900706
APU GENERATOR WILL NOT COME ON LINE.									
2450 UALA	655UA 25393	BOEING 767322	PWA PW4060			ELECT POWER	FAILED COCKPIT		9/14/97 97UAL900707
FLIGHT DECK EXPERIENCED A MOMENTARY ELECTRICAL POWER FAILURE. AUTO-PILOT DROPPED-OFF, POWER SELF RESTORED WITH NO EICAS MESSAGES. PASSENGER CABIN EXPERIENCED NO ELECTRICAL POWER LOSS.									
2612 UALA	662UA 27159	BOEING 767322	PWA PW4060			FIRE LOOP	FAILED RT ENGINE		9/4/97 97UAL900671
RIGHT ENGINE FIRE LOOP 2 FAILS TEST.									
2910 UALA	655UA 25393	BOEING 767322	PWA PW4060			HYD FLUID	LOSS CENTER HYD SYST		9/16/97 97UAL900728
CENTER HYD QUANTITY DROPPED TO .44, WITH PUMPS OFF QUANTITY DROPPING SLOWLY. DIVERTED TO GRU.									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 UALA	608UA 21869	BOEING 767222	PWA JT9D7R4D			LIGHT	MALFUNCTIONED CABIN	9/2/97	97UAL900659
EMERGENCY EXIT LIGHTS ON LEFT SIDE OF AIRCRAFT COME ON INTERMITTENTLY WHEN ARMED.									
3350 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			LIGHT	DAMAGED CABIN	9/21/97	97UAL900725
EMERGENCY LIGHTS FLOOR, DAMAGED AT GALLEY 410. REPLACED PLASTIC COVERS.									
3350 UALA	643UA 25093	BOEING 767322	PWA PW4060			LIGHTS	MALFUNCTIONED CABIN	8/29/97	97UAL900652
AFTER LANDING ON TOUCHDOWN ROLL, EMERGENCY LIGHTS ILLUMINATED THROUGHOUT THE AIRCRAFT.									
3350 AALA	383AN 26995	BOEING 767323				CONNECTOR 1721651	BROKEN CABIN	7/8/97	98ZZZX624
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT ON PAX SEAT 9AB INOPERATIVE. REPLACED BROKEN EMERGENCY EXIT LIGHT CONNECTOR ON PAX SEAT 9AB. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	182DN 25987	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN	2/3/98	DL76L980300
LT OVERWING EMERG EXIT SPOILER AND SLIDE SQUIBS WON'T TEST. REPLACED PWR SUPPLY AND BATT PACK.									
3442 UALA	642UA 25092	BOEING 767322	PWA PW4060			RADAR	FAILED COCKPIT	10/1/97	97UAL900727
WEATHER RADAR FAIL ON HSI. DUMPED FUEL, RETURNED TO FIELD, OVERWEIGHT LANDING.									
4900 UALA	641UA 25091	BOEING 767322	PWA PW4060			APU	SHUT DOWN AFT FUSELAGE	9/13/97	97UAL900702
APU AUTO SHUTDOWN AT DEPARTURE TIME.									
4950 UALA	653UA 25391	BOEING 767322	PWA PW4060			PNEUMATIC SYS	INOPERATIVE APU	9/9/97	97UAL900689
APU PNEUMATIC PRESSURE AT 5 PSI, PNEUMATICS INOP.									
5330 AALA	360AA 24041	BOEING 767323				SKIN	CORRODED BS 1113	12/11/97	AALA974093
AFW - FUSELAGE CROWN SKIN UNDER ADF ANTENNA HAD CORROSION BLENDED BEYOND LIMIT. REPAIRED IAW MRB 767-1547. (M)									
5347 AALA	390AA 27450	BOEING 767323				SEAT TRACK	CORRODED BS 345	1/3/98	AALA984001
AFW - SEAT TRACK HAD CORROSION BEYOND SRM LIMITS AFTER BLENDOUT. REMOVE SEAT TRACK LIPS ON BOTH SIDE OF DAMAGED AREA PER ENGINEERING MRB 767-1555. (M)									
7230 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			COMPRESSOR	STALLED NR 2 ENGINE	9/12/97	97UAL900726
ENGINE NR 2 COMPRESSOR STALL IN CLIMB, TURBULENCE MODERATE, 25 DEGREE BANK. ENGINE WAS FOUND WITH CORE COWLING ACOUSTIC LINER TORN AND DELAMINATED (1 INCH LONG X 5 INCH WIDE). REVERSER SLEEVE WAS ALSO TORN 3 PLACES RIGHT SIDE (1.5 INCH, 3.5 INCH AND 5 INCH).									
7530 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			EVBC	FAILED RT ENGINE	6/23/97	97UAL900657
RIGHT ENGINE COMPRESSOR STALLED IN FL390. FOUND CONTAMINATION IN EVBC AIR CHAMBER. REMOVED AND REPLACED EVBC AND PERFORMED RIG CHECK.									

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5610 UALA	787UA 26939	BOEING 777222	PWA PW2037			WINDOW	CRACKED RT COCKPIT		7/4/97 97UAL900508
A STRONG ELECTRICAL ODOR BEGAN JUST PRIOR TO DESCENT FROM FLIGHT LEVEL 370. NO SMOKE OBSERVED. CRACK FOUND IN FIRST OFFICERS SLIDING WINDOW UPON LANDING. WINDOW HOT.									
5751 COEA	918FE 208B0018	CESSNA 208B				SERVO TAB 26240121	CRUSHED LTAILERON		11/24/97 COEA9701918
PARKED AIRCRAFT 918FE WAS RUN INTO BY A TAXIING AIRCRAFT. THE LEFT SERVO TRIM TAB WAS CRUSHED AND THE LEFT WING UNDERSIDE RECEIVED A .0625 INCH WIDE SCRATCH IN THE PAINT FROM TRAILING EDGE TO LEADING EDGE 2 FEET FROM THE WING TIP. A SMALL DENT .0937 INCH DEEP WAS FOUND WHERE THE SCRATCH MET THE WING SKIN TRAILING EDGE. ALL SCRATCHES AND DENTS WERE NEGLIGIBLE DAMAGE PER THE CESSNA SRM 57-10-00. NO DAMAGE WAS FOUND TO THEAILERON OR ATTACH POINTS. THE SERVO TAB WAS REPLACED PER CESSNA MM 57-60-00, AND THE AIRCRAFT WAS RETURNED TO SERVICE. (X)									
3222	944H 7500011	CESSNA 750				STRUT 674200605	FROZEN NLG	638 342	1/15/98 98ZZZX558
*****	OPERATOR REPORTED UPON DEPARTURE, ACFT GEAR HANDLE COULD NOT BE PUT UP TO RETRACT GEAR. ACFT RETURNED AND LANDED SAFELY. OUTSIDE AIR TEMPERATURE WAS BELOW ZERO AT DEPARTURE TIME. WHEN THE ACFT WAS JACKED UP, THE NOSE GEAR STRUT FAILED TO EXTEND ALL THE WAY AFTER 2 HOURS IN A WARM HANGAR, STRUT EXTENDED FULLY ON ITS OWN. WHEN THE STRUT WAS DISASSEMBLED, MECHANICS FOUND ALMOST 2 TABLESPOONS OF WATER TRAPPED IN THE LOWER BARREL BEARING AREA. THIS SUGGESTED THE WATER FROZE INTERRUPTING FULL EXTENSION OF THE STRUT, CESSNA RECOMMENDED SB 750-32-10 BE COMPLETED WHICH INCORPORATES A THREE-PIECE LOWER BEARING ASSEMBLY.								
2611 COMA	981CA 7163	CNDAIR CL6002B19				SMOKE DETECTOR PU90421R3	MALFUNCTIONED LAVATORY		2/7/98 COMA9860038
SMOKE TOILET CAUTION MESSAGE ON EICAS. REPLACED SMOKE DETECTOR.									
2613 COMA	981CA 7163	CNDAIR CL6002B19				OVERHEAT SENSORS 601R593201	MALFUNCTIONED RT WING		2/5/98 COMA9860037
ANTI-ICE DUCT CAUTION MESSAGE ON EICAS. COULD NOT DUPLICATE DISCREPANCY. REPLACED ALL OF THE RIGHT HAND WING OVERHEAT SENSORS.									
3010	19HF 1081	CNDAIR CL6001A11				SENSOR 725818	MISINSTALLED WING ANTI-ICE	6200	1/22/98 98ZZZX533
LEFT AND RIGHT WING ANTI-ICE FAIL LIGHTS CAME ON INTERMITTENTLY ANY TIME WING ANTI-ICE SYSTEM SELECTED. FOUND THE LEFT AND RIGHT WING TEMP SENSORS INSTALLED BACKWARDS FROM THE FACTORY. INSTALLED NEW SENSORS PER MM. SYSTEM WORKED NORMALLY ON NEXT FLIGHT.									
3230 COMA	931CA 7037	CNDAIR CL6002B19				VALVE 4622	MALFUNCTION NLG		2/2/98 COMA9860036
HAD TO CYCLE LANDING GEAR TWICE TO GET NLG DOWN AND LOCK. REPLACED THE NLG PRIORITY VALVE.									
5210 COMA	916CA 7014	CNDAIR CL6002B19				LATCH MECH	OUT OF ADJUST PAX DOOR		2/7/98 COMA9860039
PASSENGER DOOR OUTER HANDLE WARNING DURING FLIGHT. ADJUSTED DOOR LATCH MECHANISM.									
2612 GAIA	94258 119	CVAC 240D				RELAY 237EAU	LOOSE E/E COMPT		1/14/98 GAIA9802A
FLT 258 - CLE-YIP - DURING CRUISE, CREW NOTED THE FIRE DETECTION WARNING SYSTEM CAME ON TWICE FOR A FEW SECONDS, FOG TH FWD CARGO/ELECT COMPARTMENT. A DETAIL INSPECTION OF THE FIRE DETECTION SYSTEM REVEALED A SCREW HAD CAME LOOSE INSIDE THE 237 LEACH RELAY, CAUSING AN INTERMITTENT ACTIVATION OF THE FIREW WARNING SYSTEM IN FLIGHT. NO OTHER DEFECTS WERE NOTED IN THE SYSTEM. GROUND CHECK OF THE FIRE DETECTION SYSTEM CHECKED GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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8530 TFAA	87949 202	CVAC 24017	PWA CA3			CYLINDER 327626	CRACKED NR 11 CYLINDER		11/11/97 752 98ZZZX647
AT CRUISE, LEFT ENGINE BACKFIRED, LOSS OF 30 TPSI, THEN RETURNED TO NORMAL. RETURNED TO AIRPORT UNEVENTFULLY. FOUND NR 11 CYLINDER CRACKED AROUND EXHAUST VALVE. REPLACED CYLINDER AND AIRCRAFT RETURNED TO SERVICE.									
2710 HNAA	906HA 009	DHAV DHC8102				SPRING PIN 82710097101	FAILED AILERON CONTROL		11/27/97 98ZZZM180
***** FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA	906HA 009	DHAV DHC8102				SPROCKET 82710152003	FAILED AILERON CONTROLS		11/27/97 98ZZZM179
***** FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA	906HA 009	DHAV DHC8102				CLUTCH PLATE 82710151003	FAILED AILERON CONTROLS		11/27/97 HNAA9790697
***** FLT 3315 - PIT-CHO - ON LANDING, IN TURBULENCE, AILERON CHANNEL DISCONNECTED AND RECONNECTED WITH NORMAL YOKE MOVEMENT. NO ASSOCIATED CAUTION LIGHTS ILLUMINATED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. REPLACED THE LEVER AND CLUTCH PLATE, SPROCKET AND CLUTCH PLATES, AND THE SPRING PIN. (M)									
2710 HNAA	917HA 075	DHAV DHC8102				CLUTCH SPRING 82710097101	FAILED AILERON CONTROLS		12/1/97 98ZZZM178
***** FLT EN69 - BWI-ORF - EXPERIENCED A ROLL CONTROL DISCONNECT ON LANDING, AFTER TOUCHDOWN AT ORF. REMOVED AND REPLACED THE ROLL CONTROL DISCONNECT CLUTCH BUSHINGS PER FCD8-27-291. ALSO, REMOVED AND REPLACED THE CLUTCH SPRING. (M)									
2710 HNAA	917HA 075	DHAV DHC8102				BUSHINGS 20DU06	FAILED AILERON CONTROLS		12/1/97 HNAA9791798
***** FLT EN69 - BWI-ORF - EXPERIENCED A ROLL CONTROL DISCONNECT ON LANDING, AFTER TOUCHDOWN AT ORF. REMOVED AND REPLACED THE ROLL CONTROL DISCONNECT CLUTCH BUSHINGS PER FCD8-27-291. ALSO, REMOVED AND REPLACED THE CLUTCH SPRING. (M)									
2910 HNAA	931HA 132	DHAV DHC8102				HYD LINE	FAILED NR 1 ENGINE		11/14/97 HNAA9793192
FLT 3270 - CLT-CRW - AFTER TAKEOFF, THE NR 1 HYDRAULIC SYSTEM BEGAN RAPIDLY LOOSING QUANTITY. AN EMERGENCY WAS DECLARED AND THE AIRCRAFT RETURNED AND LANDED AT CLT WITHOUT INCIDENT. INSTALLED TEMP FLEX LINE ON NR 1 ENGINE BETWEEN NR 1 AND NR 2 FLIGHT SPOILER DUMP VALVE. (M)									
3040 HNAA	934HA 139	DHAV DHC8102				WINDSHIELD SYLZ50970	FAILED COCKPIT	8906	11/7/97 98ZZZM177
FLT 3341 - CHO-PIT - DURING PREFLIGHT CHECKS, A STRONG ACID SMELL IN THE COCKPIT, FOLLOWED BY SMOKE COMING FROM LEFT WINDSHIELD HEAT TERMINAL CONNECTOR. REMOVED AND REPLACED CAPTAINS WINDSHIELD AND HEAT CONTROLLER. (M)									
3230 MALA	866MA 366	DHAV DHC8102				UPLOCK ACT	LACK OF LUBE RT MLG		2/3/98 MALA975951
DEPARTING CRW, ON GEAR RETRACTION, RIGHT MAIN GEAR RED UNSAFE LIGHT ILLUMINATED. AIRCRAFT PROCEEDED TO DTW AS AN ALTERNATE. MAINTENANCE PERFORMED OPS CHECK, COULD NOT DUPLICATE. CLEANED AND LUBED UPLOCK ACTUATOR AND ROLLER. ALL CHECKS GOOD.									
3234 HNAA	926HA 114	DHAV DHC8102				SELECTOR VALVE 574205	FAILED COCKPIT		11/27/97 HNAA9792694
FLT 3450 - PHF-CLT - WHEN SELECTING GEAR DOWN ONLY GOT 3 RED LIGHTS AND NO GEAR EXTENSION. CYCLED HANDLE AND OPS WERE NORMAL. THE AIRCRAFT LANDED WITHOUT INCIDENT. REMOVED AND REPLACED LANDING GEAR SELECTOR VALVE. (M)									

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3234 HNAA	926HA 114	DHAV DHC8102				SELECTOR HANDLE 5352011	FAILED COCKPIT	19333	11/27/97 HNAA9792695
FLT 3219 - EWN-CLT - AFTER SELECTING GEAR DOWN, GOT 3 RED LIGHTS, GEAR DID NOT EXTEND. CYCLED GEAR, THE GEAR EXTENDED NORMALLY. THE AIRCRAFT LANDED WITHOUT INCIDENT. REMOVED AND REPLACED THE LANDING GEAR SELECTOR HANDLE ASSY. (M)									
3260 HNAA	938HA 152	DHAV DHC8102				WIRES	FAILED NLG	23565	11/13/97 HNAA9793890
FLT 3397 - YYZ-BWI - ON APPROACH INTO BWI, THE NOSE GEAR RED UNSAFE LIGHT REMAINED ON WITH GEAR HANDLE LIGHT ON. THE AIRCRAFT LANDED WITHOUT INCIDENT. FOUND NOSE LANDING GEAR DOWNLOCK PROX SENSOR WIRES CUT. REMOVED AND REPLACED SENSOR. (M)									
3350 MALA	830MA 337	DHAV DHC8102				LAMP 1013073	FAILED CABIN		2/3/98 MALA975950
DURING INSPECTION, ONE RIGHT FLOOR TRACK EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	865MA 364	DHAV DHC8102				BULB OL3071BPE	FAILED CABIN		2/8/98 MALA975959
DURING INSPECTION, ONE RED FLOOR TRACK LIGHT AND ONE EXIT LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT A SEAT 1 DE (PN 10-1307-5) AND RELAMPED EXIT SIGN AT PASSENGER DOOR, OPS CHECK GOOD.									
3350 HNAA	986HA 421	DHAV DHC8201				CONTROL BOX 82410162001	FAILED CABIN	3439	11/7/97 HNAA9798684
FLT 3410 - TLH-TPA - DURING PREFLIGHT CHECKS, FOUND SEVERAL INTERIOR EMERGENCY LIGHTS INOP. REMOVED AND REPLACED THE EMERGENCY LIGHTS CONTROL BOX. (M)									
3350 HNAA	989HA 427	DHAV DHC8201				POWER SUPPLY 6038443	INOPERATIVE CABIN		11/10/97 HNAA9798988
FLT 3209 - HHH-CLT - DURING PREFLIGHT CHECKS, FOUND THE EMERGENCY EXIT LIGHTS IN ROW 3/4 ON RIGHT SIDE INOP. REMOVED AND REPLACED THE POWER SUPPLY. (M)									
5210 MASA	436YV 436	DHAV DHC8202				CABLE 8510180001	OUT OF ADJUST PAX DOOR		12/6/97 MASA97242
FLT 7491 - CPR-DEN - CREW REPORTED THAT THE PASSENGER DOOR CABLE WOULD NOT ALLOW THE DOOR TO OPEN. DEN MAINTENANCE INSPECTED AND RIGGED THE DOOR CABLE. AIRCRAFT RETURNED TO SERVICE. (M)									
5210 MASA	449YV 449	DHAV DHC8202				GAS STRUT 85210263101	WORN CABIN DOOR		1/9/98 MASA98006
FLT - 7580 - DEN-GJT - CREW FOUND THAT THE AIRSTAIR DOOR WAS DIFFICULT TO OPEN FROM THE INSIDE. MAINTENANCE REMOVED AND REPLACED THE GAS STRUT AND LUBRICATED THE DOOR. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5610 HNAA	934HA 139	DHAV DHC8102				WINDSHIELD NP1579019	CRACKED COCKPIT	1530	11/7/97 HNAA9793485
FLT 3341 - CHO-PIT - DURING PREFLIGHT CHECKS, A STRONG ACID SMELL IN THE COCKPIT, FOLLOWED BY SMOKE COMING FROM LEFT WINDSHIELD HEAT TERMINAL CONNECTOR. REMOVED AND REPLACED CAPTAINS WINDSHIELD AND HEAT CONTROLLER. (M)									
7260 PCAA	EICHP 258	DHAV DHC8102	PWA PW120A			O-RING	FAILED NR 2 ENGINE		12/14/97 PCAA9700654
DURING CRUISE FIGHT FROM BOS TO ROC, THE NR 2 ENGINE OIL MASTER WARNING LIGHT ILLUMINATED. OIL PRESSURE FLUCTUATED FROM 50-60 PSI. A/C DIVERTED TO MHT AND LANDED WITHOUT INCIDENT. MAINTENANCE T/S SYSTEM, FOUND OIL LEAKING FROM A/C GENERATOR. REMOVED AND REPLACED O-RINGS, RAN A/C NO LEAKS NOTED. LOW OIL PRESSURE INSPECTION COMPLIED WITH, NO DEFECTS NOTED. A/C RETURNED TO SERVICE. (M)									

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7321 PCAA *****	814EX 318	DHAV DHC8102	PWA PW120A			ECU	FAILED NR 2 ENGINE		12/21/97 PCAA9700662
DURING CLIMB-OUT FROM BTV, THE A/C EXPERIENCED CONTINUOUS YAW FLUCTUATIONS. TORQUE, ITT, FUEL FLOW, AND PROP RPM ALSO FLUCTUATED FOR THE NR 2 ENGINE. A/C RETURNED TO FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE T/S SYSTEM, FOUND NR 2 ENGINE ECU AT FAULT PERFORMED SATISFACTORY TEST FLIGHT WITH NR 2 ECU INOP PER MEL PROCEDURES. SUBSEQUENT MTC RON, MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGINE WIRING HARNESS. A/C RETURNED TO SERVICE. (M)									
7921 QXEA	820PH 63	DHAV DHC8102			P&WC	OIL COOLER 28E996	LEAKING NR 1 ENGINE	23432	2/6/98 QXEA9800061
FLIGHT WAS ORIGINALLY TO SUN VALLEY, BUT COULD NOT LAND DUE TO WEATHER. REROUTED TO TWIN FALLS. WHILE UNDERWAY, NR 1 OIL PRESSURE WENT TO 10 PSI, AS A PRECAUTIONARY THE NR 1 ENGINE WAS SHUT DOWN AND THE AIRCRAFT LANDED WITHOUT INCIDENT IN BOI. MAINTENANCE FOUND THE OIL COOLER LEAKING AND REMOVED AND REPLACED IT. AIRCRAFT WAS GROUND RUN, NO LEAKS NOTED.									
7931 PCAA	818EX 235	DHAV DHC8102				OIL PRESS SW 8D1437	FAILED NR 1 ENGINE		12/21/97 PCAA9700664
DURING TAKEOFF FROM HTS, THE NR 1 ENGINE OIL PRESSURE LIGHT CAME ON, OIL PRESSURE GAUGE INDICATED NORMAL. A/C ABORTED TAKEOFF. MAINTENANCE T/S SYSTEM AND REPLACED THE NR 1 ENGINE OIL PRESSURE SWITCH, RAN A/C AT POWER, OPERATION CHECK, LEAK CHECK GOOD. PERFORMED HIGH SPEED TAXI. NO DEFECTS NOTED. A/C RETURNED TO SERVICE. (M)									
2760 M8XA	329MX 3049	DORNER DO328100	PWA PW119C	HARTZL HDE6C3B		INDICATION	MALFUNCTIONED SPOILER SYST		2/7/98 M8XA9800002
CREW REPORTED THAT THEY RECEIVED NO VISUAL EICAS INDICATION THAT THE GROUND SPOILERS WERE ARMED AFTER THE CONDITION LEVERS WERE ADVANCED TO THE TAKEOFF POSITION. CREW ELECTED TO ABORT TAKEOFF AND RETURN TO THE GATE. CONTRACT MAINTENANCE PERFORMED GROUND SPOILER INHIBITION-FUNCTION TEST IAW DO328 MM 27-61-00, NO DEFECTS NOTED.									
4950 VNAA	458PS 3068	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		APU GTCP36150DD	SMOKING AFT FUSELAGE	45243 20486	2/5/98 VNAA9802004
AFTER T/O, THE COCKPIT AND CABIN FILLED WITH SMOKE. CREW SHUT DOWN ENVIROMENTAL CONTROL SYSTEMS AND RECIRCULATION FANS. ALSO, APU WAS SHUT DOWN. THE SMOKE CLEARED FROM THE A/C. THE A/C RETURNED TO THE FIELD AND LANDED, W/O ANY FURTHER INCIDENTS. MX INSPECTED AND DETERMINED DE-ICE FLUID WAS INGESTED INTO APU, AND CAUSED THE SMOKE. MX RAN THE ENVIROMENTAL SYSTEMS, IAW DORNIER MM 21-21-00 TO REMOVE ANY RESIDUAL SMELLS FROM THE SYSTEM, AND DEFERRED THE APU IAW THE DORNIER 328 MEL. A/C WAS RETURNED TO SERV. 06 FEB 98, THE APU WAS OP'S CHECKED IAW DORNIER MM 49-10-00 AND 21-21-00. THE DEFERRAL WAS REMOVED, AND THE A/C WAS RETURNED TO SERV.									
5610 VNAA	442JS 3060	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WINDSHIELD SPS328221A	FAILED LT COCKPIT	44155	1/30/97 VNAA9801017
AFTER EXITING THE DE-ICE PAD, A LEFT HAND FORWARD WINDSHIELD HEAT FAIL WARNING ILLUMINATED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE FORWARD LEFT HAND WINDSHIELD, IN ACCORDANCE WITH DORNIER MANTENANCE MANUAL 56-11-00. OPERATION CHECKS WERE COMPLETED.									
7603 EQGA *****	335PH 3013	DORNER DO328100				CABLE 190755	FROZEN LT POWER LEVER	7262	12/20/97 98ZZZX678
DFW/ASE - FLT 429 - WHILE IN CRUISE AT FL 310 WITH OAT - -46 C, NOTED NO RESPONSE FROM LT PWR LEVER. WHEN ACFT REACHED FL 280 (OAT - -35 C). AFTER NUMEROUS ATTEMPTS TO FREE LEVER, LEVER BECAME UNSTUCK. ACFT CONTINUED TO ASE. MX GROUNDED ACFT AND INITIATED SPR 8210 TO FAIRCHILD/DORNIER REQUIRING MORE PROCEDURES. MFG ADVISED C/W ASB 76-15 COUPLED WITH ADVISE TO CREWS TO MOVE PWR LEVERS EVERY 20 MINS TO PREVENT FREEZING. MX PERFORMED INSP OF PWR LEVER CABLES, LUBED CABLES IAW ALERT SB 328-76-015. ASB 328-76-015 C/W ON 12-11-97 AT TAT 7203.7; 58.1 HRS PRIOR TO INCIDENT. ALL 328 DISPATCH RELEASES MODIFIED EFFECTIVE IMMED TO HAVE CREWS MOVE POWER LEVERS EVERY 15 MINS. ACFT RTND TO SVC. PART TC: 9,673.(X)									
2120 UALA	1842U 46635	DOUG DC1010	GE CF66D		GARRETT 3810262MOD	AIR DISTRIBUTION	ODOR CABIN		9/10/97 97UAL900691
PUNGENT ODOR-SMOKE IN AIRCRAFT ON ENGINE PNEUMATICS AFTER ENGINE START. *S/D* APU WAS LEAKING OIL. APU INGESTED LEAKING OIL AND CONTAMINATED AIR-CONDITIONING SYSTEM. APU WAS REPLACED.									

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2760 CALA	13086 46917	DOUG DC1030				CRANK ASSY	CRACKED CTR PEDESTAL		2/6/98 CALA9800197
THE AUTO SPOILERS WOULD NOT DEPLOY WHEN REVERSE THRUST WAS SELECTED. MAINTENANCE FOUND A 1 INCH CRACK IN THE AUTO SPOILER CRANK ASSEMBLY. THE CRANK ASSEMBLY WAS REPLACED IAW MM 27-62-01.									
2781 UALA	1841U 46634	DOUG DC1010	GE CF66D			SLAT WARNING	ILLUMINATED COCKPIT		9/21/97 97UAL900719
TAKEOFF WARNING HORN HEARD AND SLAT DISAGREE LIGHT CAME ON. ABORTED TAKEOFF AT APPROXIMATELY 140 KTS.									
2830 WRLA	117WA 48318	DOUG DC1030				S/O VALVE AV16B1926C	INOPERATIVE LT FUEL SYSTEM		1/21/98 WRLA98071
DURING AIR TURN BACK FOR PASSENGER MEDICAL EMERGENCY, FLIGHT CREW ACTIVATED FUEL DUMP PROCEDURES TO REDUCE A/C WEIGHT TO BELOW MAXIMUM LANDING WEIGHT. DURING FUEL DUMP PROCEDURES, 'DUMP VALVE OPEN' LIGHT FAILED TO GO OFF WHEN DUMP SWITCH WAS POSITIONED TO CLOSE. FLIGHT CREW RESET C/B, BUT SAME INDICATION WAS NOTED. ADDITIONALLY FLIGHT CREW WAS UNABLE TO TRANSFER FUEL, CONFIRMING THE LEFT DUMP VALVE WAS IN THE OPEN POSITION. AIRCRAFT CONTINUED TO DEPARTURE AIRPORT AND MADE AN UNEVENTFUL LANDING. GROUND MX FOUND LEFT FUEL DUMP SYSTEM SHUT OFF VALVE WOULD NOT CLOSE ELECTRICALLY. PART WAS NOT AVAILABLE ON SITE. VALVE WAS MANUALLY CLOSED PER MM PROCEDURES AND DEFERRED PER MEL PROCEDURES. A/C RETURNED TO SERV									
3230 UALA	1857U 46986	DOUG DC1030	GE CF650C2			RETRACT MECH	LACK OF LUBE RT MLG		9/3/97 97UAL900672
ON TAKEOFF, RIGHT MAIN GEAR WOULD NOT RETRACT. *S/D* FOUND OVER CENTER LINK MECHANISM PIVOT JOINT BINDING. LUBED ALL RIGHT MLG PIVOT POINTS. RETRACTED GEAR NUMEROUS TIMES. ALL CHECKS NORMAL PER MM32-30-00/501.									
3350 UALA	1835U 47967	DOUG DC1010	GE CF66D			POWER SUPPLY	INOPERATIVE CABIN		9/2/97 97UAL900660
EEL STRIP IN RIGHT FORWARD CABIN IS ILLUMINATED WHILE SWITCH IN OFF POSITION. REPLACED THE FORWARD CABIN EEL BATTERY POWER SUPPLY.									
3350 UALA	1837U 47969	DOUG DC1010	GE CF66D			WIRE	FAILED CABIN		9/1/97 97UAL900651
EMERGENCY LIGHT STRIP AT DOOR 1R STICKING UP. REPLACED LEADER FOR EEL STRIP AT RIGHT-HAND SIDE OF FIRST CLASS.									
3350 UALA	1852U 47811	DOUG DC1030	GE CF650C2			LIGHT	MALFUNCTIONED COCKPIT		9/26/97 97UAL900734
COCKPIT STANDBY EMERGENCY FLOODLIGHTS ILLUMINATED WITH SWITCH OFF.									
3411 HALA	119AA 46519	DOUG DC1010				FITTING	LOOSE LT NR 1 ADC		1/8/98 HALA9800006
PDX - FLT 25 - ON TAKEOFF ROLL, CAPTAIN HAD NO AIRSPEED IND, F/O AIRSPEED READ 115 KTS, DID HIGH SPEED ABORT. LEAK TESTED CAPT PITOT/STATIC SYSTEM. FOUND LEAK AT NR 1 ADC QUICK DISCONNECT FITTING. RE-SEATED FITTING. SYSTEM LEAK CHECKS OK. BITE CHECK NR 1 ADC TEST OK. (M)									
4940 G6OA	602GC 47923	DOUG DC1030F				PAWL 36000965	WORN APU STARTER		1/7/98 G6OA017
IN THE PROCESS OF TROUBLESHOOTING, APU STARTING FAULT. THE PAWLS OF THE STARTER ADAPTER WERE FOUND TO BE WORN. PARTS WERE ORDERED IDENTIFIED BY P/N FORM DC-10 IPC 49-44-01 ITEM 80. WHEN THE PARTS WERE RECEIVED THERE WAS ONLY AND ADAPTER WITHOUT THE PAWL. WHEN THE MANUFACTURER ALLIED-SIGNAL IPC WAS CHECKED THERE WAS A DIFFERENT P/N AND WHEN ORDERED IT CONTAINED THE COMPLETE ASSY. (M)									
5210 CALA	13088 46850	DOUG DC1030				BOLT BACB30US9K22	SHEARED DOOR 4R		2/9/98 CALA9800199
INSPECTION FOUND A SHEARED BOLT IN AFT FRAME OF DOOR 4R AT LONGERON 15R. THE BOLT WAS REPLACED IAW MM 20-50-02.									

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5311 CALA	14062 47863	DOUG DC1030				FRAME	CORRODED BS 450		2/5/98 CALA9800193
INSPECTION FOUND CORROSION IN FRAME AND INTERCOSTALS IN AVIONICS BAY AT STA 450 BETWEEN STRINGER 44 AND 64L. THE AREA WAS REPAIRED IAW SRM 53-30-00.									
5312 FDEA	051FE 47805	DOUG DC1010F				BULKHEAD STRIP	CRACKED BS 1156		1/20/98 98FDEA00042
LT SIDE OF Y-1156 PRESS BULKHEAD, AFT FACE, ATTACHMENT STRIP IS CRACKED FROM UPPER EDGE DOWNWARD THROUGH 1ST ROW OF RIVETS TO SECOND ROW 1.4 LONG. ALSO, 1 SHEARED RIVET, FWD FACE ATTACHMENT STRIP IS CRACKED AT TOP ROW OF T-CAP TO STRIP ATTACH RIVETS. CRACK IS Y SHAPED LONG LEG 1.6 SHORT LEG 1. LONG LEG DISAPPEARS UNDER FITTING AT OUTBOARD END. BOTH CRACKS IN AREA OF LONGERON NR 40 ATTACH. *S/D* REMOVED DAMAGED ATTACH STRIP AND SPLICED IN NEW SECTION AS PER EA NR 8-5340-35200.									
5313 AALA	162AA 46943	DOUG DC1010				STRINGER	CORRODED BS 1216		12/12/97 AALA972427
CORROSION ON STRINGER 47L AT STATION 1216. ALODINED AND PRIMED, REINSTALLED FASTENERS, OK FOR SERVICE PER ESO 7349 DATED 12-10-93. (M)									
5313 AALA	162AA 46943	DOUG DC1010				STRINGER	CORRODED BS 1216		12/12/97 AALA972425
TUL - FOUND CORROSION ON STRINGER 48L AT STATION 1216. ALODINED AND PRIMED AND REINSTALLED FASTENERS OK FOR SERVICE PER ESO7349 DATED 12-10-97. (M)									
5313 CALA	14062 47863	DOUG DC1030				LONGERON	CRACKED BS 1129		2/4/98 CALA9800184
INSPECTION FOUND A 2 INCH CRACK IN LONGERON AT STA 1129, STRINGER 36R. THE LONGERON WAS REMOVED AND REPLACED IAW SRM 53-10-00.									
5313 CALA	14062 47863	DOUG DC1030				LONGERON	CRACKED BS 1129		2/3/98 CALA9800176
INSPECTION FOUND A 2 INCH CRACK IN LONGERON AT STA 1129, STRINGER 36L. THE LONGERON WAS REMOVED AND REPLACED IAW SRM 53-00-00.									
5320 AALA	162AA 46943	DOUG DC1010				SUPPORT	CORRODED BS 1781-1964		12/13/97 AALA972428
TUL - FOUND CORROSION ON SLANT PANEL AND FLOORBOARD SUPPORT BETWEEN BS 1781-1964. REPLACED SUPPORT WITH NEW PER SRM 51-01-00-05. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1236		12/12/97 AALA972426
TUL - FOUND CORROSION FOUND ON SHEAR TIE AT BS 1236. INSTALLED NEW SHEAR TIE PER AARD 51-01-00-05. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1195		12/12/97 AALA972424
FOUND CORROSION FOUND ON SHEAR TIE AT BS 1195. REPLACED SHEAR TIE WITH NEW ONE PER AARD 51-01-00-05. (M)									
5320 CALA	14062 47863	DOUG DC1030				STIFFENER	CORRODED BS 475		2/5/98 CALA9800192
INSPECTION FOUND CORROSION AT LOWER LT CORNER OF DOOR IN AVIONICS COMPT AT REAR PRESSURE BULKHEAD STA 475, LT HORIZONTAL AND VERTICAL BEHIND GUSSET PLATE. THE AREA WAS REPAIRED IAW SRM 53-12-01.									
5753 UALA	1859U 47819	DOUG DC1030	GE CF650C2			RIB	CRACKED LT TE FLAP		8/16/97 13 97UAL900673
DURING C-CHECK EDDY CURRENT INSPECTION, CRACKS WERE FOUND IN THE LEFT HAND OUTBOARD FLAP CLOSING RIB ASSEMBLY. LEFT HAND OUTBOARD FLAP CLOSING RIB REPLACED.									

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5754 CALA	83071 48293	DOUG DC1030				SKIN	DENTED LT LE FLAP		2/2/98 CALA9800175
INSPECTION FOUND A 2 X 3 DENT IN LT INBOARD LEADING EDGE SLAT WITH SIX POPPED RIVETS AT STA XIS 240.844. REPAIRED IAW ECRA 5750-02897 AND PLACED ON DIP TO REPLACE RIB WITHIN 365 DAYS OR NEXT C-CHECK.									
7200 UALA	1837U 47969	DOUG DC1010	GE CF66D			ENGINE	MALFUNCTIONED NR 2		1/30/98 98UAL900044
NR 2 ENGINE HAS VIBRATION AND HUM THAT FOLLOWED THE THROTTLE. ENGINE REDUCED TO IDLE POWER AND DIVERTED TO LAS.									
7200 UALA	1856U 46975	DOUG DC1030	GE CF650C2			ENGINE	FLAMED OUT NR 2		9/9/97 97UAL900693
NR 2 THROTTLE WAS RETARDED TO IDLE FOR DESCENT INTO OGG WHEN NR 2 ENGINE FLAMED OUT AND LOW OIL PRESS LIGHT ON FWD PANEL CAME ON. OIL PRESS INDICATED NORMAL. ENGINE WAS SHUT DOWN.									
7830 NWAA	160US 46769	DOUG DC1040	PWA JT9D20J			TR UNIT	MALFUNCTIONED NR 2 ENGINE		2/7/98 9802281160
DURING LANDING ROLL AND WHILE COMING OUT OF REVERSE THRUST, THE NR 2 ENGINE THRUST REVERSER REMAINED DEPLOYED. THE CREW ATTEMPTED TO RECYCLE THE REVERSER AND A COMPRESSOR STALL OCCURRED. THE ENGINE WAS SHUT DOWN WITH A MAXIMUM EGT OF 800C. MAINTENANCE INSPECTED THE ENGINE INCLUDING A BORESCOPE WITH NO TROUBLE FOUND. THE RABS CHECK AND REVERSER OPERATION ALL CHECKED NORMAL.									
2130 CKSA	811CK 46147	DOUG DC863F				PRESSURIZATION	MALFUNCTIONED CABIN		1/30/98 CKSA98006
A/C CANNOT HOLD FL350 WITH THREE TC'S ON, CABIN WILL CLIMB PAST 10,000 FT HAD TO DESCENT TO FL310. OPS CK ON GRND NORMAL MM 21-31-0, ADVISE CREW COMMENTS. AIRCRAFT DUE GROUND PRESSURIZATION CHECK. PRESSURIZED AIRCRAFT ON GROUND. PRESSURIZATION WAS WITHIN LIMITS ON GROUND. OPS CHECK GOOD IAW DC8 MM 21-31-0.									
2130 CKSA	8052U 46009	DOUG DC8F54				PNEU CONTL SYST	MALFUNCTIONED FWD FUSELAGE		1/31/98 CKSA98005
AFTER TAKEOFF, TURNED ON NR 1 NASI SYSTEM HEAVY SMOKE IN THE COCKPIT. TURNED SYSTEM OFF SMOKE CLEARED RETURNED TO MIAMI. FOUND NASI SYSTEM TO BE AT FAULT. TRANSFERRED TO DMI CONTROL NR 867031 PER AIA DC8 MEL 21-65-1-C PLACARD INSTALLED. OPS CHECKED NR 1 AND NR 2 NASI SYSTEM IAW NASI MM AT PART POWER AND REDUCED POWER, IN HIGH AND LOW BLEEDS NO SMOKE EVIDENT IN COCKPIT, NO OTHER DEFECTS NOTED. THIS CLEARS DMI 867031 PLACARDS REMOVED. MONITORED FOR 3 DAYS/7 FLIGHTS WITH NO REOCCURRENCE.									
2565 IPXA	709UP 45914	DOUG DC871F				BOTTLE 5561004DC	LOW PRESSURE ESCAPE SLIDE		2/7/98 UPS98825716
INSPECTION TYPE-A, FOUND ESCAPE SLIDE BOTTLE PRESSURE BELOW MINIMUMS, GUAGE READ 2300 PSI. REMOVED AND REPLACED ESCAPE SLIDE PER MM 25-60-01.									
3230 ABXA	813AX 46136	DOUG DC863				HOOK 4641188	OUT OF ADJUST NLG		2/5/98 ABXA9800064
NOSE GEAR FAILED UPLATCH CHECK. RECYCLED GEAR SEVERAL TIMES AND PERFORMED ALTERNATE UPLATCH CHECK WITH SAME RESULTS. ADJUSTED NOSE UPLATCH MECHANISM IAW DC8 MM 32-31-0. PERFORMED GEAR SWING AND UPLATCH CHECK. OPS CHECKED GOOD.									
3231 FXLA	57FB 45669	DOUG DC8F54				LINK 510361	BROKEN NLG DOOR		1/14/98 98ZZZM176
AFTER TAKEOFF SJU, EXPERIENCED VIBRATION AND NOISE IN NOSE WHEEL WELL AREA. RETURNED TO SJU AND LANDED WITHOUT INCIDENT. FOUND LEFT NOSE GEAR DOOR OPEN AND DOOR LINK BROKEN. REPLACED DOOR LINK AND DOOR OP CHECKED NORMAL.									
3260 CKSA	810CK 45814	DOUG DC852				SWITCH H206B	MALFUNCTION LT MLG DOOR		2/5/98 CKSA98009
LEFT GEAR UNSAFE LIGHT ON AT ALL TIMES UNTIL DOWN AND LOCKED. REPLACED LEFT GEAR DOOR SWITCH. SYSTEM OPS CHECKS NORMAL IAW MM CHAPTER 32-7.									

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3260 CKSA	810CK 45814	DOUG DC852				SWITCH H146	MALFUNCTION LT MLG DOOR	2/4/98	CKSA98010
LT GEAR UNSAFE LIGHT ON AT ALL TIMES WITH GEAR UP AND LOCKED. WHEN GEAR PLACED IN DOWN POSITION LIGHT WENT OUT WHEN IT SHOULD HAVE BEEN ON. OK WITH GEAR DOWN AND LOCKED WITH 3 GREENS. REMOVED AND REPLACED UP LIMIT SWITCH IAW DC8 MM 32-7-2 PAGE 201 CODE 1. NO TEST REQUIRED PER PARA 3 (PAGE 201).									
3310 FXLA	30UA 45888	DOUG DC861				BALLAST BA170	OVERHEATED COCKPIT	1/15/98	98ZZM175
ON LANDING AT MIA EXPERIENCED ELECTRICAL WIRE OVERHEAT ODOR IN COCKPIT. GROUND INSPECTION REVEALED OVERHEATED BALLASTS FOR FLOURESCENT LIGHTS IN COCKPIT. REPLACED BOTH BALLASTS, SYSTEM CHECKED NORMAL. (M)									
3350 IPXA	798UP 45898	DOUG DC871F				BATTERY	DISCHARGED CABIN	2/2/98	UPS98825707
INSPECTION TYPE-N/A, EMERGENCY LIGHTS BATTERY DEAD. CHARGED AND REINSTALLED EMERGENCY BATTERY, OP CHKS GOOD.									
3610 RRXA	950R 45903	DOUG DC863				CHECK VALVE 56194331	MALFUNCTIONED LEFT	2/3/98	RRXA98013
A/C DEPRESSURIZED AT 33,000 DESCEND TO 17,000 TO HOLD 12,000 FT CABIN. NR 1 T/C INOP. INSTALLED SERVICEABLE WARM AIR CK VALVE ON LT PNEU MANIFOLD. SECURED LOOSE DUCTING, A/C PRESSURIZATION AND LEAK CK GOOD, NR 1 T/C GRD CKS GOOD.									
4980 TC8A	183SK 45904	DOUG DC862F				ACTUATOR 491349103	FAILED APU EXHAUST DR	16858 2/7/98	TC8A98009
UNABLE TO PRESSURIZE IN FLIGHT. DUMPED FUEL, RETURNED TO KMIA. INSPECTED A/C AND FOUND APU EXHAUST DOOR OPEN. REMOVED AND REPLACED DOOR ACTUATOR IAW 49-00-10. PERFORMED PRESSURIZATION CHECK, SYSTEM OPS CHECK OK 21-10-2.									
5230 DHLA	807DH 45990	DOUG DC873F				DOOR	CRACKED BS 310	2/4/98	DHL98807001
A PIT DOOR, STA 310 LOWER MIDDLE SECTION FOUND EXTERNAL PATCH ON DOOR PULLED LOOSE WITH TWO CRACKS AND SECTION OF PATCH MISSING. REMOVED DAMAGED SKIN AREA 4.25 BY 3.25. INSTALLED FLUSH PATCH WITH BACKING DOUBLER PER DACO SRM 52-2-0.									
7200 ARWA	810BN 45905	DOUG DC862				ENGINE	LEAKING OIL NR 2	2/5/98	ARWA980204
NR 2 ENGINE NO OIL PRESSURE/OIL QUANTITY WENT DOWN TO 1.5 QUARTS. REMOVED AND REPLACED NR 2 ENGINE. PERFORMED ENGINE NR 2 CHANGE AS PER ARROW AIR PAPER WORK 8275 ENGINE S/N OFF 671003, ENGINE S/N ON 645654.									
7200 TC8A	183SK 45904	DOUG DC862F	PWA JT3D7			ENGINE	STALLED NR 1	2/6/98	TC8A98008
BEFORE T/O, PUSHING THE THROTTLES FOR STATIC T/O, NR 1 ENGINE STALLED. TAXIED BACK TO THE RAMP. FOUND TWO SMALL PIECES OF BUSHES IN THE INTAKE. REMOVED, CLEANED, VISUALLY INSPECTED AND RAN UP THE ENGINE AT T/O POWER, FOUND OK.									
2120 TWAA	925L 47357	DOUG DC932				AIR DISTRIBUTION	ODOR CABIN	1/15/98	TWAA9800603
MKE - FLT 656 - WHILE TAXIING, AFT CABIN SMELLED HOT OIL FUMES. RAN APU WITH BOTH PACKS FOUND NO OIL SMELL OR OIL LEAKS. (M)									
2150 TWAA	991Z 47096	DOUG DC931				REGULATOR 39245431	FAILED RT PACK	1/16/98	TWAA9800801
STL - FLT 283 - DURING CLIMB, CABIN ALTITUDE CONTINUED TO CLIMB. REPLACED RT PACK REGULATOR MFG P/N 392454-3-1. (M)									
2161 HALA	669HA 47654	DOUG DC951				TEMP CONTROL BOX 60714621	FAILED LEFT PACK	12/31/97	HALA9700325
HNL - FLT 544 - LEFT PACK OVERHEAT WHILE IN AUTO TEMP MODE MADE SMOKE IN CABIN AND AUTO SHUTDOWN. REPLACED LEFT TEMP CONTROL BOX. OPS CHECK OK, TEMP CHECK OK. (M)									

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2170 USAA	925VJ 48145	DOUG DC931				COALESCER BAG	DIRTY A/C COMPT		1/11/98 USAAD98005
IND - FLT 1528 - AFTER TAKEOFF, THE PASSENGER CABIN HAD A STRONG ODOR COMING FROM THE AIR CONDITIONING PACKS. THE SMOKE DETECTORS IN THE LAVATORIES CAME ON BUT THERE WAS NO VISIBLE SMOKE. THE CREW DECIDED TO RETURN TO THE FIELD. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE PLACED THE PAU AND MEL, REPLACED THE WATER SEPARATOR COALESCER BAGS. RAN BOTH ENGINES WITH PACKS OPERATING, ALL CHECKED NORMAL. (M)									
2170 CALA	17543 45789	DOUG DC932				COALESCER BAGS 21D101	DIRTY CABIN		2/4/98 CALA9800173
SMOKE APPEARED IN THE CABIN AND COCKPIT AFTER TAKEOFF WITH THE ENGINE AND AIRFOIL ANTI-ICE ON. ALSO, THE RT AIR CONDITIONING SUPPLY TEMP HIGH LIGHT ILLUMINATED. THE AIRFOIL ANTI-ICE WAS TURNED OFF AND THE SMOKE DISSIPATED. THE AIRCRAFT WAS RETURNED TO CLE WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND COALESCER BAGS WITH OILY SUBSTANCE, WATER, AND DIRT PRESENT. THE COALESCER BAGS WERE REPLACED. THE ENGINES WERE RUN WITH PACKS AND ANTI-ICE SYSTEMS ON AND NO SMOKE WAS PRESENT.									
2410 USAA	824US 49143	DOUG DC982				CSD 696233B	FAILED RT ENGINE		1/4/98 98ZZZM201
CLT - FLT 1754 - CLIMBING THROUGH 12,000 FT, THE LEFT GENERATOR BECAME INOPERATIVE. THE APU WAS ON MEL. THE AIRCRAFT RETURNED TO THE FIELD WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT GENERATOR AND CSD. THE APU GENERATOR AND CONTROL UNIT WERE ALSO REPLACED. BOTH SYSTEMS THEN OPERATED NORMALLY. (M)									
2420 USAA	824US 49143	DOUG DC982				CONTROL UNIT 947F9453	FAILED RT ENGINE		1/4/98 98ZZZM202
CLT - FLT 1754 - CLIMBING THROUGH 12,000 FT, THE LEFT GENERATOR BECAME INOPERATIVE. THE APU WAS ON MEL. THE AIRCRAFT RETURNED TO THE FIELD WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT GENERATOR AND CSD. THE APU GENERATOR AND CONTROL UNIT WERE ALSO REPLACED. BOTH SYSTEMS THEN OPERATED NORMALLY. (M)									
2530 TWAA	920TW 49369	DOUG DC982				OVEN	CONTAMINATED GALLEY		1/19/98 TWAA9800903
STL - FLT 253 - DURING CRUISE, SMOKE FUMES WERE NOTICED. ICE BUCKET WAS MELTED IN THE OVEN. REMOVED THE BUCKET. (M)									
2560 MWEA	209ME 47730	DOUG DC932				GIRT BAR 11320	LACK OF LUBE FWD GALLEY		2/7/98 MWEA98151
THE GALLEY SLIDE GIRT BAR IS DIFFICULT TO ARM AND DISARM. MTC CLEANED AND LUBED GIRT BAR LATCHES.									
2560 MWEA	502ME 48132	DOUG DC932				SLIDE COVER 5917689103	FELL OFF PAX DOOR		2/4/98 MWEA98144
DURING TRANSIT CHECK, FOUND FORWARD ENTRY DOOR SLIDE COVER FELL OFF. MTC REINSTALLED SLIDE COVER.									
2810 TWAA	921L 47107	DOUG DC932				FUEL TANKS	OVERFILLED LT WING		1/15/98 TWAA9800602
MCI - FLT 425 - DURING CRUISE, FUEL STARTED LEAKING OUT OF THE AFT LEFT WING. FOUND BOTH MAIN TANKS OVER FUELED, 9800 LBS IN BOTH TANKS. TRANSFERRED FUEL TO CENTER TANK. (M)									
2820 HALA	662HA 47742	DOUG DC951				O-RING	FAILED FUEL SHROUD		1/8/98 HALA9800005
STRONG FUEL SMELL IN CABIN DURING GROUND OPERATION. REPLACED O-RING ON FUEL SHROUD DRAIN. (M)									
3010 CALA	72830 49490	DOUG DC982				SWITCH 42G304	INOPERATIVE ANTI-ICE SYS	35208	2/4/98 CALA9800174
WHEN THE AIRFOIL ANTI-ICE WAS CYCLED TO TAIL MODE ON FINAL APPROACH, THE ICE PROTECTION SUPPLY PRESSURE HIGH LIGHT BEGAN TO FLICKER ON AND OFF ACCOMPANIED BY OIL SMELL AND SMOKE IN COCKPIT. THE ANTI-ICE WAS TURNED OFF AND THE SMOKE CEASED. THE ANTI-ICE SUPPLY PRESSURE SWITCH WAS REPLACED AND THE LT WATER SEPARATOR BAG WAS CHANGED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									

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3220 TWAA	415EA 47749	DOUG DC951				SPLASHGUARD	BENT NLG		1/18/98 TWAA9800902
DFW - FLT 558 - DURING CLIMB, THE NOSE GEAR WOULD NOT RETRACT. FOUND WEAR PLATE ON THE SPLASHGUARD BENT, TRIMMED THE SPLASHGUARD PROTECTOR. (M)									
3222 NWAA	763NC 47716	DOUG DC951				STRUT	DEFLATED NLG		2/2/98 9802239854
AIRCRAFT FAILED TO SHIFT FROM GROUND MODE TO FLIGHT MODE AFTER TAKEOFF. ALSO, NOSE LANDING GEAR UNSAFE LIGHT ILLUMINATED. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. INDICATIONS RETURNED TO NORMAL AFTER GEAR WAS EXTENDED FOR LANDING. MAINTENANCE FOUND NOSE LANDING GEAR STRUT DEFLATED. REPLACED NOSE STRUT SEALS AND SERVICED STRUT TO PROPER LEVELS, OPERATIONAL CHECK NORMAL.									
3230 USAA	982VJ 48158	DOUG DC931				BUNGEE CYLINDER 39140165503	FAILED RT MLG		1/18/98 USAAD98009
PIT - FLT 1777 - DURING CLIMB-OUT THROUGH 11,000 FT, THE RIGHT GEAR AND GEAR DOOR UNSAFE LIGHT ILLUMINATED. ABNORMAL PROCEDURES WERE FOLLOWED AND THE AIRCRAFT RETURNED TO THE FIELD. UPON GEAR EXTENSION ALL THREE GEAR INDICATED DOWN AND LOCKED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE RIGHT GEAR BUNGEE CYLINDER ROD END BROKEN. THE BUNGEE CYLINDER WAS REPLACED AND THE GEAR WAS CYCLED. ALL INDICATION AND OPERATION WAS NORMAL. (M)									
3230 ABXA	909AX 47148	DOUG DC932				RETRACT MECH	LACK OF LUBE NLG		2/5/98 ABXA9800063
WHEN GEAR SELECTED DOWN, MAIN GEAR CAME DOWN AND LOCKED. GEAR DOORS CYCLED NORMALLY. NOSE GEAR WOULD NOT COME DOWN, NO NOSE GEAR INDICATION AT ALL. RECYCLED GEAR, SAME RESULT. COMPLIED WITH ABNORMAL PROCEDURES, FREE FELL NOSE LANDING GEAR. GEAR CAME DOWN AND LOCKED. MAIN LANDING GEAR CYCLED NORMALLY. LUBRICATED NOSE LANDING GEAR MECHANISM AND PERFORMED GEAR SWING WITH AND WITHOUT GEAR DOORS HOOKED UP. NO DEFECTS NOTED.									
3230 CALA	16892 49391	DOUG DC982				RETRACT MECH	ICED UP LANDING GEAR		2/5/98 CALA9800189
THE LANDING GEAR HANDLE WOULD NOT GO DOWN UPON GEAR EXTENSION ON APPROACH TO DEN. THE GEAR WAS EXTENDED USING THE EMERGENCY GEAR EXTENSION HANDLE. THE REGULAR GEAR HANDLE WAS THEN ABLE TO BE MOVED TO THE DOWN POSITION WITH THREE GREEN LIGHTS DISPLAYED. THE AIRCRAFT LANDED WITHOUT INCIDENT. INSPECTION OF THE GEAR FOUND ALL THREE GEAR HAD ICE BUILD UP. ALL THREE GEAR WERE DE-ICED AT THE GATE AREA. A NOSE GEAR SWING WAS PERFORMED SEVERAL TIMES. GEAR HANDLE OPERATION WAS SMOOTH UP AND DOWN AND ALL GEAR LIGHT INDICATIONS WERE NORMAL.									
3244 TWAA	904TW 49156	DOUG DC982				TIRES	CONTAMINATED NLG		1/16/98 TWAA9800802
STL - ON TAKEOFF ROLL, NOSE WHEEL VIBRATED. FOUND A PIECE OF ICE LODGED BETWEEN NOSE TIRES. REMOVED THE ICE. (M)									
3260 TWAA	923L 47109	DOUG DC932				CONNECTOR DS077S295	CORRODED LT MLG		1/13/98 TWAA9800701
OKC - FLT 95 - ON FINAL APPROACH, LEFT MAIN LANDING GREEN LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. FOUND 3 WIRES BROKEN ON CANNON PLUG. REPLACED CANNON PLUG. (M)									
3260 USAA	828US 48028	DOUG DC981				UPLOCK	OUT OF ADJUST RT MLG		1/20/98 USAAD98012
PHL - FLT 1199 - RIGHT MAIN GEAR UNSAFE LIGHT STAYED ON AFTER TAKEOFF. RECYCLED GEAR AND THE PROBLEM REMAINED. MAINTENANCE ADJUSTED THE RIGHT MAIN LANDING GEAR UPLOCK. INDICATION SYSTEM INDICATION WAS NORMAL DURING TEST FLIGHT. (M)									
3350 NWAA	92S 47064	DOUG DC915				BATTERY PACK	DISCHARGED CABIN		2/3/98 9802219102
DURING INSPECTION, THE FLOOR PROXIMITY EMERGENMCY LIGHTS LOCATED IN THE CENTER CABIN WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									

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3350 ABXA	947AX 47004	DOUG DC931				BATTERY 60030451	DISCHARGED CABIN	582	2/7/98 ABXA9800062
EMERGENCY LIGHTS ILLUMINATED WITH POWER OFF AND LIGHT SWITCH IN THE OFF POSITION. REPLACED EMERGENCY LIGHT BATTERY PACK.									
3350 NWAA	8945E 47181	DOUG DC931				BATTERY PACK 60030451LB	DISCHARGED CABIN		2/4/98 9802279989
DURING LINE MAINTENANCE INSPECTION, FOUND CATWALK EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 USAA	997VJ 47336	DOUG DC931				POWER SUPPLY 60030451LB	FAILED CABIN		1/12/98 USAAD98013
DTW - CABIN OVERHEAD EMERGENCY LIGHTS INOPERATIVE AT ROWS 13 THROUGH 19. MAINTENANCE REPLACED THE POWER SUPPLY (M)									
3350 USAA	956VJ 47588	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED CARGO BIN		1/11/98 USAAD98007
IND - RIGHT NACELLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE LAMP, BATTERY PACK AND THE POWER SUPPLY. LAMP P/N 4593, POSER SUPPLY P/N 6011777LB. (M)									
3350 USAA	918VJ 48138	DOUG DC931				POWER SUPPLY 41B030CF00101	FAILED CARGO COMPT		1/17/98 USAAD978010
CMH - LEFT EXIT WINDOW EMERGENCY LIGHT WAS INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT POWER SUPPLY. (M)									
3350 NWAA	925US 47472	DOUG DC932				BATTERIES	DISCHARGED CABIN		2/4/98 9802269925
DURING LINE MAINTENANCE INSPECTION, FOUND AFT LEFT LAVATORY EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 MWEA	206ME 47791	DOUG DC932				BATTERY PACK 6011779	DISCHARGED LT NACELLE		2/7/98 MWEA98150
DURING INSPECTION, FOUND AFT NACELLE LT EMERGENCY LIGHT INOP. MTC REMOVED AND REPLACED AFT NACELLE LT EMERGENCY LIGHT BATTERY PACK IAW DC9 MM 33-50.									
3350 HALA	601AP 47658	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/1/98 HALA9800001
HNL - FORWARD CABIN EMERGENCY LIGHTS INOP. REMOVED AND REPLACED BATTERIES, OPS OK. (M)									
3350 NWAA	760NC 47708	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/8/98 9802309851
DURING INSPECTION, THE AFT OVERHEAD EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	765NC 47718	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/4/98 9802249856
DURING INSPECTION, THE AFT ATTENDANT EMERGENCY FLASHLIGHT WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK OK.									
3350 HALA	660HA 48122	DOUG DC951				BATTERIES 41B004A007G3	DISCHARGED CABIN		1/12/98 HALA9800007
HNL - FLT 106 - ONE FORWARD SECTION OF OVERHEAD EMERGENCY LIGHTS IN THE CABIN ARE VERY DIM. REPLACED EMERGENCY LIGHT BATTERIES. THE OPERATIONAL CHECK WAS GOOD. (M)									

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3350 NWAA	786NC 48148	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/3/98 9802229877
DURING INSPECTION, THE OVERHEAD EMERGENCY LIGHTS LOCATED IN THE FIRST CLASS SECTION WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	786NC 48148	DOUG DC951				WIRING	PINCHED CABIN		2/8/98 9802319877
DURING INSPECTION, THE EMERGENCY FLOOR PROXIMITY LIGHTS LOCATED IN FIRST CLASS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPAIRED PINCHED WIRE IN ROW 3 FOOT REST, OPERATIONAL CHECK OK.									
3350 USAA	800US 48034	DOUG DC981				BATTERY 9721055	DISCHARGED CABIN		1/6/98 USAAD98008
PHL - LOW LEVEL LIGHTING ROWS 3, 6, AND 11 WEAK. MAINTENANCE REPLACED THE BATTERIES AT ROWS 3, 6, AND 11. SYSTEM THEN CHECKED NORMAL. (M)									
3350 ASAA	955AS 48080	DOUG DC982				LIGHT 1001191	DEFECTIVE L-1 DOOR		1/9/98 ASAA9880007
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	957AS 49126	DOUG DC982				BATTERIES 014597101	DISCHARGED CABIN		1/13/98 ASAA9880009
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	932AS 49233	DOUG DC982				POWER SUPPLY 60030431	INOPERATIVE CABIN		12/17/97 ASAA9780288
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN AND LOWER TAILCONE AREA WERE FOUND INOPERATIVE. REPLACED THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 USAA	825US 49237	DOUG DC982				BATTERY 14597101	DISCHARGED CABIN		1/11/98 USAAD98006
CLT - EMERGENCY LIGHTS IN TAIL COMPARTMENT CEILING INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERIES. (M)									
3350 ASAA	953AS 49386	DOUG DC982				POWER SUPPLY 60030451	INOPERATIVE CABIN		1/2/98 ASAA9880001
SEA - DURING MAINTENANCE CHECK, THE FORWARD OVERWING EMERGENCY EXIT IDENTIFIERS REMAIN ON WITH THE MAIN BATTERY SWITCH OFF. REPLACED THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	941AS 49925	DOUG DC982				LIGHT 1001191	DEFECTIVE L-1 DOOR		1/8/98 ASAA9880006
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	939AS 49657	DOUG DC983				POWER SUPPLY 60030431	INOPERATIVE CABIN		12/18/97 ASAA9780289
PDX - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN AND LOWER TAILCONE AREA ILLUMINATE AND REMAIN ILLUMINATED WITH MAIN BATTERY SWITCH OFF. REPLACED THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	939AS 49657	DOUG DC983				CONNECTOR	DISCONNECTED CABIN		1/6/98 ASAA9880005
PDX - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHT COVER AT ROW 3 WAS FOUND PULLED UP AND THE 2ND FORWARD LIGHT WAS INOPERATIVE. RECONNECTED THE CONNECTOR TO THE LIGHT ASSEMBLY AND REINSTALLED THE TRACK COVER AND OPERATED NORMALLY. (M)									

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3350 ASAA	939AS 49657	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		1/2/98 ASAA9880002
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE CATWALK AREA WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERY EM1267	DISCHARGED CABIN		1/13/98 ORJA9805
EMERGENCY LIGHTS INOP AT ROWS 5-10. FOUND BLOWN FUSE, BROKEN WIRE, SHORTED BATTERY. REMOVED AND REPLACED FUSE, BATTERY REPAIRED WIRING, OPS GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				POWER SUPPLY 6011779	INOPERATIVE CABIN		12/11/97 ORJA97212
LEFT AFT OVERWING EMERGENCY EXI TLIGHT INOP. REMOVED AND REPLACED LEFT AFT OVERWING EMERGENCY EXIT LIGHT POWER SUPPLY, OPS CHECK GOOD. (M)									
3350 ASAA	944AS 53019	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		1/5/98 ASAA9880004
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 8 TO 12 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ORJA	834RA 53124	DOUG DC983				LIGHT 1001191	INOPERATIVE CABIN		1/7/98 ORJA9802
FORWARD ENTRY EMERGENCY LIGHT NEON CHARGE INDICATING LAMP INOP. REMOVED AND REPLACED EMERGENCY LIGHT IAW MM, OPS CHECK GOOD. (M)									
3350 ORJA	879RA 53185	DOUG DC983				LIGHT 1001191	INOPERATIVE CABIN		12/13/97 ORJA97213
ROWS 8-11 EMERGENCY LIGHTS INOP. REMOVED AND REPLACED EMERGENCY LIGHT TRACK RIGHT FORWARD. (M)									
3350 ORJA	880RA 53186	DOUG DC983				LIGHT 1001191	INOPERATIVE CABIN		1/8/98 ORJA9803
EMERGENCY LIGHT INOP AT ROW 25. REMOVED AND REPLACED LIGHT ASSY, OPS CHECK GOOD. (M)									
3454 TWAA	926TW 49356	DOUG DC982				RECEIVER 426071	FAILED NR 1 VOR		12/17/97 TWAA9714903
STL - FLT 284 - DURING CRUISE, NR 1 VOR FAILED. REPLACED FOR RECEIVER MFG PN 42-607-1. NEW AIRCRAFT. (X)									
4990 CALA	937MC 49450	DOUG DC982				APU 38003681	LOW OIL AFT FUSELAGE	29641	2/9/98 CALA9800196
WHILE OPERATING THE APU IN FLIGHT WITH THE AC CROSSTIE RELAY PLACARDED INOPERATIVE. THE APU AUTO SHUTDOWN. MAINTENANCE SERVICED THE APU WITH OIL, NO LEAKS WERE DETECTED.									
5210 CALA	14890 49114	DOUG DC982				ANGLE	CRACKED PAX DOOR		2/4/98 CALA9800185
INSPECTION FOUND A 1.4 INCH CRACK IN AFT CABIN DOOR ANGLE INSIDE DOOR AT CENTER RIGHT DOOR STOP. THE ANGLE WAS REPLACED IAW SRM 51-30-2.									
5210 CALA	14890 49114	DOUG DC982				FITTING	CRACKED PAX DOOR		2/10/98 CALA9800203
INSPECTION FOUND A 1.5 INCH CRACK IN AFT CABIN DOOR BEAM END FITTING AT LEFT CENTER STOP. A NEW FITTING WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5210 TWAA	952U 49266	DOUG DC982				DOOR	NOT CLOSED CABIN		1/9/98 TWAA9800501
STL - FLT 350 - DURING FLIGHT CLIMB, CABIN WOULD NOT PRESSURIZE IN AUTO OR MANUAL. CLOSED L-2 DOOR PROPERLY. (M)									

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5230 TWAA	925TW 49357	DOUG DC982				DOOR	NOT CLOSED CARGO COMPT		12/30/97 TWAA9715401
STL - FLT 468 - AFTER TAKEOFF DURING CLIMB, AIRCRAFT WOULD NOT PRESSURIZE. FOUND MID-CARGO BEARER PIN HOLDING DOOR OPEN. REMOVED PIN AND SECURED DOOR. CK-C 2D 8-17-97. (X)									
5240 ASAA	963AS 53077	DOUG DC983				SEAL	FROZEN L2 DOOR		12/16/97 ASAA9780287
ANC - AFTER ARRIVAL OF FLT 191, CREW REPORTED THE L2 DOOR WOULD NOT OPEN. DRIED MOISTURE FROM SEAL AND DOOR JAMB AND OPERATED NORMALLY. (M)									
5312 MWEA	203ME 47673	DOUG DC932				BULKHEAD	CORRODED AFT PRES BLKHD		2/9/98 MWEA98148
DURING INSPECTION, FOUND LIGHT CORROSION ON FWD SIDE OF APB LEFT SIDE FROM APPROXIMATELY LONG 26L TO 28L. MTC REPAIRED IAW SRM 53-03 FIG 9 SHEET 1 AND 51-30-5.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	FITTING 49113832N	CORRODED BS 237		2/4/98 ABXA9800057
DURING C-CHECK, FOUND THE RIGHT FRAME FOOT AT STA 237 CORRODED. REPLACED FRAME FOOT IAW DC9 SRM 51-30-1.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	FITTING 49113832N	CORRODED BS 256		2/4/98 ABXA9800058
DURING C-CHECK, FOUND THE RIGHT FRAME FOOT AT STA 256 CORRODED. REPLACED FRAME FOOT IAW DC9 SRM 51-30-1.									
5320 ABXA	945AX 47551	DOUG DC931			DOUG	FITTING 4915402	SPLIT BS 965		2/4/98 ABXA9800054
DURING C-CHECK, FOUND FITTING ON FLOOR SUPPORT AT STA 965 AND RBL 22, BELOW AFT INBOARD EDGE OF PYLON BULKHEAD SPLIT. REPLACED FITTING IAW DC9 SRM 51-30-1.									
5320 MWEA	203ME 47673	DOUG DC932				DOUBLER	CRACKED BS 37		2/4/98 MWEA98145
DURING C-CHECK, FOUND A CRACK THROUGH A FASTENER HOLE ON AFT FACE OF STATION 37 BULKHEAD. MTC REPAIRED IAW SRM 53-01 FIG 2.									
5320 CALA	37882 48027	DOUG DC981				BEAM	CORRODED CARGO DOORWAY		2/5/98 CALA9800194
INSPECTION FOUND MID BAGGAGE BIN DOOR JAMB BEAM CORRODED. THE AREA WAS REPAIRED IAW SRM 53-05, FIGURE 63.									
5320 ASAA	956AS 48079	DOUG DC982				MEMBRANE	CORRODED BS 229		1/12/98 ASAA9880008
OAK - DURING 30K CHECK, CORROSION WAS FOUND ON FLOOR MEMBRANE UNDER GALLEY 2 INBOARD MOUNT AT FS 229. REPAIRED WITH DOUBLER IAW ASA EA 5320-01203. (M)									
5320 CALA	14890 49114	DOUG DC982				SUPPORT	CORRODED BS 1155-1174		2/5/98 CALA9800187
INSPECTION FOUND CORROSION ON THRESHOLD SUPPORT TEE BETWEEN STA 1155 AND 1174 AT AFT CARGO DOOR CUTOUT. THE THRESHOLD SUPPORT WAS REPLACED IAW SRM 51-10-2.									
5320 CALA	14890 49114	DOUG DC982				SUPPORT	CORRODED BS 1155		2/5/98 CALA9800188
INSPECTION FOUND FLOOR SUPPORT CORRODED AT STA 1155, LONGERON 30 IN AFT CARGO COMPARTMENT. THE FLOOR SUPPORT WAS REPLACED IAW SRM 51-10-2.									
5320 CALA	14890 49114	DOUG DC982				SPLICE	CORRODED BS 1220		2/10/98 CALA9800205
INSPECTION FOUND CORROSION ON TIEDOWN RAIL SPLICE AT STA 1220, LONGERON 28L, IN AFT CARGO COMPARTMENT. THE SPLICE WAS REMOVED AND A NEW SPLICE WAS FABRICATED AND INSTALLED IAW SRM 53-05-4.									

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5320 CALA	14890 49114	DOUG DC982				ANGLE	CORRODED BS 1155		2/10/98 CALA9800204
INSPECTION FOUND CORROSION IN LOWER FORWARD CORNER OF AFT CARGO DOOR CUTOUT AT STA 1155. A REPLACEMENT ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 AALA	7514A 49891	DOUG DC982				CUSP	CORRODED BS 511-693		12/29/97 AALA972520
TUL - FOUND CORROSION ON BOTH SIDES CUSP MEMBRANE FROM STATION 511 TO STATION 693 RT SIDE. REMOVED DAMAGED AREA AND INSTALLED NEW CUSP SECTION PER AARD 53-20-00-16 AND ADVANCED ACTION DATED 12-17-97 PER RFS NR 203419. (M)									
5321 ABXA	945AX 47551	DOUG DC931			DOUG	FLOOR 99100787	CRACKED BS 200-207-218		2/3/98 ABXA9800056
DURING C-CHECK, FOUND SUB-FLOOR CRACKED, STA 207 AT RBL 22, STA 200 AT RBL 4, AND STA 218 AT LBL 3 AND 9. REPAIRED CRACKED SUB-FLOOR IAW DC9 SRM 53-01.									
5330 ABXA	938AX 47009	DOUG DC931			DOUG	SKIN 591142231	CORRODED BS 996		2/4/98 ABXA9800061
DURING C-CHECK COMPLIANCE WITH AD 96-10-11 AND S/B 53A147, FOUND CRACKS IN EXTERIOR SKIN AT FS 996 BETWEEN LONGERONS 3R-4R.									
5330 ABXA	938AX 47009	DOUG DC931			DOUG	SKIN 591142229	CRACKED BS 996		2/4/98 ABXA9800060
DURING C-CHECK COMPLIANCE WITH AD 96-10-11 AND S/B DC9-53A147, FOUND CRACKS IN EXTERIOR SKIN AT FS 996 BETWEEN LONGERONS 2L-3L, 3L-4L, 4L-5L AND 5L-6L.									
5330 DU4R	913VV 47318	DOUG DC932				SKIN 591140659	IMPROPER REPAIR BS 221		11/10/97 98ZZZX615
DURING C-CHECK, FOUND REPAIR THAT DOES NOT MEET FUSELAGE PLATING REPAIR CRITERIA CLASS I, CLASS II, OR CLASS III AT FS 221 BETWEEN LONGERON 17LT AND CUSP. FABRICATED REPAIR, DRILLED, TREATED, PRIMED AND INSTALLED IAW ACM SKETCH 97840 REV A AND DAC ROD 97-11-17-ON.									
5330 ERKR	420EA 47689	DOUG DC951				SKIN 592487250	CORRODED BS 908	71164	12/23/97 98ZZZX562
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE FUSELAGE SKIN LAP SEAM AT BS 908, LONGERON 26R. REPAIRED BY TRIMMING OUT THE CORRODED OVERLAPPING SKIN, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR SKIN FILLER, INTERNAL FINGER DOUBLER AND EXTERNAL DOUBLER WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER - ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N420EA-53-003-EAC. (X)									
5341 CALA	27509 47798	DOUG DC932				FITTING	CRACKED BS 605		2/5/98 CALA9800195
INSPECTION FOUND A .75 INCH CRACK IN RT WING TO FUSELAGE DAGGER FITTING AT STA 605, LONGERON 22-23R. AN ATTACH ANGLE REPAIR WAS INSTALLED IAW ECRA 5341-01002.									
5347 MWEA	203ME 47673	DOUG DC932				SEAT TRACK	CORRODED BS 200-240		2/9/98 MWEA98149
DURING INSPECTION, FOUND HEAVY CORROSION ON GALLEY SEAT TRACK NR 4 FROM STATION 200 TO 240. MTC REPAIRED IAW SRM 51-30-2 AND SRM 53-05 FIG 4F.									
5350 CALA	14890 49114	DOUG DC982				CLIPS	BROKEN TAIL CONE		2/5/98 CALA9800186
INSPECTION FOUND AFT FUSELAGE TAIL CONE EXTERIOR RELEASE HANDLE CLIPS BENT AND BROKEN. NEW CLIPS WERE INSTALLED AND TESTED IAW MM 53-53-00.									
5400 MWEA	203ME 47673	DOUG DC932				ANGLE	CRACKED LT PYLON		2/4/98 MWEA98146
DURING C-CHECK, FOUND A CRACKED ANGLE ON LT PYLON STATION 1019. MTC REPAIRED IAW SRM 54-01 FIG 2 AND 51-30-05.									

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5522 MWEA	203ME 47673	DOUG DC932				SKIN	CORRODED RT ELEVATOR	2/9/98	MWEA98147
DURING INSPECTION, FOUND LIGHT CORROSION ON EXTERIOR SURFACE OF LOWER SKIN ON RIGHT ELEVATOR XE 157.9. MTC REPAIRED IAW SRM 55-03 FIG 14 SHEET 2 AND SRM 51-30.									
5610 NWAA	1799U 47370	DOUG DC931				WINDSHIELD	CRACKED LT COCKPIT	2/5/98	9802259936
ON LEVEL OFF AT FL330, FOUND A CRACK IN THE FIRST OFFICER'S WINDSHIELD, ACCOMPLISHED COM PROCEDURE. FLIGHT RETURNED TO DTW AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED WINDSHIELD. AIRCRAFT RETURNED TO SERVICE.									
5610 USAA	826US 48026	DOUG DC981				WINDOW 5912290505	CRACKED LT COCKPIT	1/19/98	USAAD98011
PIT - FLT 1085 - DURING CLIMB-OUT AT 28,000, THE OUTER PANE OF THE CAPTAINS WINDOW CRACKED. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE CAPTAINS WINDOW. (M)									
5610 ASAA	962AS 53076	DOUG DC983				WINDOW	OUT OF ADJUST LT COCKPIT	12/17/97	ASAA9780290
PHX - AFTER ARRIVAL OF FLT 723, CREW REPORTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW WOULD NOT OPEN. FOUND THE WINDOW UPPER LOCK PIN OUT OF LOCK CHANNEL, CYCLED THE WINDOW LOCK MECHANISM AND OPERATED NORMALLY. (M)									
5730 ABXA	959AX 47761	DOUG DC941		DOUG		PANEL 591216147	CORRODED LT WING	2/4/98	ABXA9800059
DURING MOD/D-CHECK, FOUND THE LEFT WING UPPER INBOARD TRAILING EDGE PANEL HONEYCOMB STRUCTURE CORRODED. REPLACED TRAILING EDGE PANEL IAW DC9 SRM 51-30-2.									
5753 MWEA	203ME 47673	DOUG DC932				FAIRING	DAMAGED RT TE FLAP VANE	2/8/98	MWEA98152
DURING INSPECTION, FOUND THE RT FLAP FIXED VANE FAIRING DAMAGED. MTC REPAIRED IAW SRM 51-30-2 AND 57-01 FIG 3 SHEET 2.									
5753 MWEA	207ME 47794	DOUG DC932				VANE 5910042506	PUNCTURED RT TE FLAP	2/7/98	MWEA98153
DURING INSPECTION, FOUND PUNCTURE DAMAGE ON TOP SURFACE OF RT FLAP CENTER FIXED VANE AT STATION XRS 260. MTC REPAIRED IAW SRM 57-04 P25 AND SRM 51-70-2.									
5753 ASAA	955AS 48080	DOUG DC982				BUSHINGS 5913528	GALLED LT TE FLAP	12/19/97	ASAA9780291
OAK - DURING 30L CHECK, GALLED BUSINGS WERE FOUND ON LEFT WING OUTBOARD FLAP OUTBOARD HINGE MOUNT. REPLACED BUSHING IN INBOARD MOUNT IAW ASA EA 5750-01098 AND REPAIRED OUTBOARD MOUNT IAW ASA EA 5740-01132. (M)									
5755 ABXA	945AX 47551	DOUG DC931		DOUG		FITTING 3923255501	CRACKED LT WING	2/3/98	ABXA9800055
DURING C-CHECK, FOUND THE LEFT WING INBD SPOILER TORSION BAR CENTER SUPPORT FITTING CRACKED. REPLACED FITTING IAW DC9 SRM 51-30-22.									
7603 EIAA	940F 47414	DOUG DC933F				THROTTLE	FROZE UP LEFT	1/7/98	EIAA98001
GEG - UNABLE TO RETARD LEFT THROTTLE AT TOP OF DESCENT. COULD NOT MOVE THROTTLE UNTIL DESCENT TO LOWER ALTITUDE AND RAT READS, 15 DEGREE CELSIUS. (M)									
3260 FDEA	605FE 48514	DOUG MD11F				WIRE	FAILED LANDING GEAR	2/5/98	98FDEA00086
AFTER TAKEOFF AND GEAR RETRACTION HAD 4 RED GEAR UNSAFE LIGHTS. FOLLOWED EMERGENCY PROCEDURES THAT HAD US CYCLE GEAR SEVERAL TIMES WITH NO SUCCESS. GEAR EXTENDS NORMALLY. VERIFIED PROBLEM WAS WITH INDICATION. WHILE ON GROUND INDICATION DID NOT SHIFT FROM GREEN TO RED WITH GEAR HANDLE PULLED. FOUND WIRE HARNESS INTERFERING WITH GEAR HANDLE SWITCH OPERATION. SECURED WIRING AWAY FROM HANDLE SWITCH AND HANDLE SWITCH OPERATED NORMAL.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2170 DALA	912DL 49543	DOUG MD88				COALESCER BAG 10NPB122502AD	DIRTY LT/RT		2/4/98 DLM88980301
ON FINAL AT APPROX 4000 FT GOT A BURNING SMELL IN COCKPIT AND THE CABIN. BOTH AFT LAV SMOKE ALARMS SOUNDED. ORDER CLEARED AND SMOKE ALARMS STOPPED JUST AFTER LANDING. INSPECTION A/C FOR FLUID LEAKS. FOUND RESIDUAL DE-ICE FLUID. REPLACED BOTH A/C WATER SEPARATOR BAGS AND PERFORMED DUCT BURNOUT. ODOR DISSIPATED. RUNUP NORMAL.									
3350 ORJA	902RA 53490	DOUG MD9030				WIRE 00105606003	FAILED CABIN		12/14/97 ORJA97215
ONE FLOOR EMERGENCY LIGHT INOP. REMOVED AND REPLACED WIRE HARNESS AND ONE LAMP, OPS CHECK OK. (M)									
2121 COMA	159A 120159	EMB EMB120RT				FAN EVAC532 C2	FAILED COCKPIT	17806	2/2/98 COMA9810036
AT CRUISE FLIGHT THE COCKPIT AND CABIN STARTED FILLING UP WITH SMOKE. CREW DESCENDED FROM 17,000 FT AND MADE UNSCHEDULED LANDING. FOUND RIGHT RECIRCULATION FAN TO BE FAULTY. REMOVED AND REPLACED FAN.									
2130 WTAA	251YV 120251	EMB EMB120RT				PRESSURIZATION	MALFUNCTIONED CABIN		1/15/98 WTAA980011
SMF - AIRCRAFT LOST CABIN PRESSURIZATION WITH SYSTEM IN AUTO MODE. OXYGEN MASKS DEPLOYED. MAINTENANCE DEFERRED AUTO MODE FOR PRESSURIZATION PER MEL 21-31-1. REINSTALLED OXYGEN MASKS. AIRCRAFT RETURNED TO SERVICE. (M)									
2150	2FOR	EMB EMB120RT			AIRESRCH	AIR CYC MACHINE 22005402	FAILED CABIN AIR	1/15/98 357	98ZZZX542
AIR CYCLE MACHINE FAILED TO COOL DUE TO OIL CONTAMINATION IN BLEED AIR CIRCUIT. ULTIMATELY, THE OIL CONTAMINATION CAUSED EXCESS FRICTION IN ROTATING GROUP CAUSING UNIT TO FAIL.									
2435 ASOA	235AS 120047	EMB EMB120RT				STARTER/GEN 23080013	FAILED RT ENGINE		1/21/98 ASOA98006
EN ROUTE TUL-DFW, THE RT MAIN STARTER/GENERATOR FAILED, THE DC BUSS 3 C/B TRIPPED, AND THE CENTRAL BUSS WAS LOST. THE CREW FOLLOWED TH POH PROCEDURES, DECLARED AN EMERGENCY AND DIVERTED TO OKC WHERE LANDING WAS MADE SAFELY AND WITHOUT FURTHER INCIDENT. LOCAL MX MET THE AIRCRAFT AND RESET THE DC BUSS C/B AND THE O/C RELAYS. NO HELP. DFW MX WAS DISPATCHED AND REMOVED AND REPLACED THE RIGHT ENGINE STARTER/GENERATOR. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2612 WTAA	193YV 120193	EMB EMB120RT				SMOKE DETECTOR ASIESA3000	MALFUNCTIONED LAVATORY		1/13/98 WTAA980007
FAT - LAV SMOKE DETECTOR ACTIVATED. MAINTENANCE INSPECTED A/C FOR EVIDENCE OF SMOKE ODOR, NONE DETECTED. DEFERRED LAV SMOKE DETECTOR PER MEL 26-26-3. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY REPLACING LAV SMOKE DETECTOR. (M)									
2731 COMA	267CA 120259	EMB EMB120RT				SENSOR ATG120TR	MALFUNCTION ELEV TRIM TAB		2/5/98 COMA9810039
TAKEOFF TRIM WARNING SOUNDED. REPLACED THE ELEVATOR TRIM TAB PROXIMITY SENSORS.									
2750 SWIA	197SW 120186	EMB EMB120ER	PWA PW118A			SWITCH 12042642507	MALFUNCTIONED TE FLAPS		1/11/98 SWIA971077
AT 400 FT CALLED FOR FLAPS UP AND GOT FLAP ASYMMETRY INDICATION. RETURNED TO LAX. INSTALLED SERVICEABLE FLAP HANDLE ASSEMBLY. CYCLED FLAPS EXTENSIVELY WITH NO ASYMMETRY NOTED. OPS CHECKS GOOD.									

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2750 ASOA	237AS 120051	EMB EMB120RT				COMPUTER 3075001007	DEFECTIVE TE FLAP SYSTEM		1/18/98 ASOA98005
ON APPROACH ATL-FAY, SELECTED TO 15 DEG,THE I/B AND NACELLE FLAPS TRACKED TO 15 DEG WHILE THE O/B PAIR ON THE LT SIDE STOPPED AT 5 DEG'S, THE RT SIDE INDICATED 45 DEG'S. A POSITIVE ROLL WAS FELT. THE CREW PROCEEDED WITH THE ASSEMETRY CHECKLIST, DECLARED AN EMERGENCY AND LANDED FAY WITHOUT FURTHER INCIDENT. LOCAL MX INSPECTED THE A/C AND FOUND SAFE FOR A ZERO-FLAP FERRY FLT TO ATL. ATL MX CYCLED THE FLAPS 30 TIMES AND COULD NOT DUPLICATE THE PROBLEM. AS A PREVENTIVE MEASURE, REMOVED AND REPLACED THE COMPUTER. THE FLAPS WERE THEN CYCLED ANOTHER 15 TIMES WITH NO DEFECTS NOTED. THE A/C WAS RELEASED FOR FURTHER SERVICE. (M)									
2752 SWIA	197SW 120186	EMB EMB120ER	PWA PW118A			ACTUATOR 3082001007	FAILED RE FLAPS		1/29/98 SWIA971078
SELECTING FLAPS DOWN, NACELLES WOULD NOT EXTEND CAUSING DISAGREEMENT. WHEN FLAPS ARE RETRACTED THE INBOARDS LAG. CYCLED FLAPS SEVERAL TIMES ON GROUND AND UNABLE TO DUPLICATE. OHMED WIRE FROM CONTROL BOX TO ANNUNCIATOR, CHECKS GOOD. OHMED WIRING FROM CONTROL BOX TO ACTUATORS AND FOUND MEGA OHM READINGS ON ALL PINS FROM LEFT NACELLE ACTUATOR TO GROUND. DISCONNECTED PLUG AT ACTUATOR, READINGS CHECKS GOOD. REPLACED LEFT NACELLE FLAP ACTUATOR PER MM 27-50.									
2910 SWIA	204SW 120243	EMB EMB120ER	PWA PW118A			HYD LINE	FAILED BLUE HYD SYST		1/6/98 SWIA971074
TOTAL LOSS OF BLUE HYDRAULIC SYSTEM FLUID. QUANTITY WENT TO ZERO AND PRESSURE INDICATOR WENT TO ZERO WITH ASSORTED LIGHTS. UNABLE TO EXTEND FLAPS. REPAIRED HYDRAULIC LINE ON FLUID RESERVOIR 4TH LINE. REPLACED RIGHT ENGINE HYDRAULIC PUMP AND ALSO REPLACED RIGHT HYDRAULIC PACK HIGH PRESSURE SWITCH. RAN ENGINE HYDRAULIC SYSTEM AND OPS CHECKS GOOD WITH NO LEAKS.									
3010 SWIA	232SW 120306	EMB EMB120ER	PWA PW118A			SWITCH	FAILED RT STABILIZER		1/29/98 SWIA971076
RIGHT INBOARD STABILIZER BOOT FAILS. RETURNED TO FIELD. REPLACED PRESSURE SWITCH FOR RIGHT INBOARD STABILIZER. OPS CHECKS GOOD.									
3230 SWIA	217SW 120286	EMB EMB120ER	PWA PW118A			UPLOCK HOOK	OUT OF ADJUST RT MLG		1/11/98 SWIA971079
RIGHT MAIN GEAR ABNORMAL INDICATION UPON RETRACTION. THE RED A,B SYSTEM LIGHT WOULD NOT EXTINGUISH WITH GEAR HANDLE IN THE UP POSITION. RETURNED TO SLC. ADJUSTED LEFT AND RIGHT MAIN UPLOCK HOOK IAW MM 32-32-09. CHECKED ADJUSTMENT OF GEAR INDICATION IAW MM 32-61-01. CHECKED FREE FALL AND ELECTRIC OVERRIDE AND CYCLED GEAR 20 TIMES. ALL CHECKS GOOD.									
3340 COMA	156CA 120156	EMB EMB120RT				WIRE W610001720	SHORTED RT WING		2/5/98 COMA9810040
NAVIGATION LIGHTS CIRCUIT BREAKER TRIPPED. REPAIRED SHORTED WIRE RIGHT HAND WING.									
3350 COMA	241CA 120211	EMB EMB120RT				LAMP 1317	FAILED CABIN		2/8/98 COMA9810037
OVERHEAD EMERGENCY LIGHT AT ROW 2B IS INOP. REPLACED THE LIGHT BULB.									
3418 WTAA	453UE 120148	EMB EMB120RT				COMPUTER C818061	INTERMITTENT E/E COMPT		12/30/97 WTAA980010
FAT - STALL WARNING INDICATION ACTIVATED AFTER TAKEOFF ROLL WAS INITIATED. TAKEOFF ABORTED WITHOUT INCIDENT. MAINTENANACE REPLACED NR 2 STALL WARNING COMPUTER. STALL WARNING SYSTEM OPERATIONAL CHECK NORMAL ON GROUND. AIRCRAFT RETURNED TO SERVICE. ON SUBSEQUENT DEPARTURE PROBLEM REOCCURRED. MAINTENANCE REPLACED NR 1 STALL WARNING COMPUTER AND STALL WARNING PANEL. SYSTEM OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE. BENCH CHECK OF REMOVED COMPUTERS CONFIRMED THE INTERMITTENT FALSE ACTIVATION OF THE NR 1 STALL WARNING COMPUTER. (M)									
3452 SWIA	190SW 120050	EMB EMB120ER	PWA PW118A			TRANSPONDER 6226523001	FAILED NR 1		1/8/98 SWIA971073
DEPARTING SAN, LOCAL APPROACH REPORTED THAT THE 3RD DIGIT ON NR 1 TRANSPONDER WAS SHOWING A DIFFERENT NUMBER THAN WAS ASSIGNED. TRIED NR 2 TRANSPONDER AND IT WAS TOTALLY INOPERABLE. WAS TOLD BY DISPATCH TO DIVERT TO LAX. INSTALLED NEW CONTROL HEAD CTRL 92 AT NR 1 TRANSPONDER. PERFORMED TRANSPONDER TEST SEQUENCE WITH TEST BOX AND PITOT STATIC CHECK FOR ALTITUDE READ OUT. ALL CHECKS GOOD.									

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5350 WTAA	271YV 120271	EMB EMB120RT				RADOME 4358XV3	DELAMINATED NOSE		1/14/98 WTAA980009
FAT - EN ROUTE FAT TO MRY. WEATHER RADAR REPORTED PAINTING FALSE RETURNS. WEATHER CONDITIONS EN ROUTE REQUIRED AIRCRAFT TO RETURN TO STATION. MAINTENANCE REPLACED RADOME ASSEMBLY. WEATHER RADAR OPERATIONAL CHECK NORMAL ON GROUND. AIRCRAFT RETURNED TO SERVICE. (M)									
7261 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			OIL SYST	REQD SERVICE LT ENGINE		1/8/98 SWIA971075
MOMENTARY LOW OIL PRESSURE INDICATION ON LEFT ENGINE ON CLIMB-OUT. RETURNED TO TWF. SERVICED OIL TO THE ADD 1 QUART MARK ON SIGHT GLASS. CHECKED ENGINE FOR OIL LEAKS BUT NONE WERE NOTED. GROUND RUN CHECKS GOOD WITH NO LEAKS.									
7261 ASOA	258AS 120131	EMB EMB120RT	PWA PW118			ENGINE	REQ'D SERVICE LEFT		1/6/98 ASOA98002
FLT 8258 - EN ROUTE ADF-ATL, LEFT ENGINE OIL PRESSURE DROPPED TO 45 PSI. CREW SHUT DOWN THE LEFT ENGINE, DECLARED AND EMERGENCY AND DIVERTED TO BNA WHERE LANDING WAS MADE SAFELY AND WITHOUT FURTHER INCIDENT. A DELTA MECHANIC INSPECTED THE ENGINE AND FOUND NO LEAKS BEFORE OR AFTER SERVICING THE ENGINE WITH 6 QUARTS OF OIL. UPON RETURN TO ATL, THE ENGINE WAS REINSPECTED AND FOUND TO BE AT THE ADD 1 QUART LEVEL. NO EXTERNAL LEAKS WERE NOTED. (M)									
7712 COMA	162CA 120150	EMB EMB120RT				TQ INDICATOR SEDLOC2R	MALFUNCTION INST PANEL		2/6/98 COMA9810038
DURING TAKEOFF, THE RIGHT HAND TORQUE INDICATION WAS 195 PERCENT. REPLACED THE TORQUE INDICATOR.									
2910 C2XA	15932 145015	EMB EMB145				O-RING NAS1602906	FAILED NR 1 HYD SYSTEM		1/6/98 C2XA98CL003
CLE - FLT 4227 - CREW REPORTED WHILE EN ROUTE FROM EWR, THEY RECEIVED A HYDRAULIC LOW QUANTITY SYSTEM 1 INDICATION FOLLOWED BY PRESSURE LOSS AND THE FAILURE OF THE SYSTEM. AIRCRAFT DIVERTED TO CLE AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED A FAILED O-RING AT THE NR 1 HYDRAULIC SYSTEM PRIORITY VALVE IAW EMB-1465 MM 29-10-13. THE NR 1 ENGINE DRIVEN HYDRAULIC PUMP WAS ALSO REMOVED AND REPLACED IAW EMB-145 MM 29-10-03 AS A PRECAUTION. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (X)									
2760 JBXA	133ML 11330	FOKKER F28MK0100				SPOILER	MALFUNCTIONED WING		1/17/98 JBXA980031
RDU - FLT 448 - WHILE DEPARTING RDU FOR ALT CAPTAIN ABORTED TAKEOFF, AT 100 KTS DURING TAKEOFF ROLL A LIFT DUMPER FAULT WAS ANNUNCIATED ON THE LEFT MFDU. ASSIGNED TO DMI D04842 PER MEL 27-63-1-5. (M)									
3350 QXEA	482US 11231	FOKKER F28MK4000				CIRCUIT BOARD 551590004	MALFUNCTION CABIN		2/3/98 QXEA9800059
FORWARD OVERWING EXIT SIGN LIGHTS INOP. MAINTENANCE REPLACED CIRCUIT BOARD, OPERATIONAL CHECK GOOD.									
3350 QXEA	483US 11233	FOKKER F28MK4000			GRIMES	SIGN 5515800106	INOPERATIVE CABIN		2/5/98 QXEA9800060
PDX - EXIT SIGN OVER COCKPIT DOOR INOP. REPLACED SIGN, OP'S CHECK GOOD.									
2910 HXUA	78384 500B1297112	GULSTM 500B				LINE 790220	RUPTURED LT/RT WS 24	21000	1/14/98 98ZZZX552
HYDRAULIC LEAK IN PRESSURE LINE LEFT AND RIGHT WING AT WS 24. LINE FAILED BECAUSE OF CORROSION PITS UNDER IDENTIFICATION TAPE. AREA NORMALLY IS FREE OF MOISTURE.									
8520 HXUA	23KM 143153	GULSTM 500B	LYC IO540B1A5			STUD 66734	FAILED NR 5 CYLINDER		1/14/98 250 98ZZZX554
NR 5 CYLINDER THROUGH-STUD BROKE CAUSING STUDS 56-15 TO BREAK. CYLINDER BECAME LOOSE. ENGINE RAN ROUGH. ENGINE SHUT DOWN AND SAFE LANDING MADE. SUBMITTER SUGGESTED A POSSIBLE CAUSE AS OVERTORQUE OF CYLINDER HOLD-DOWN STUDS.									

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2460	843HS 496	GULSTM G1159A				RELAY K15	FAILED POWER DIST BOX		1/16/98 6 98ZZZX607
DURING CRUISE FLIGHT, THE POWER DISTRIBUTION BOX (PDB) SWITCHED FROM NORMAL-AUTO MODE TO ESSENTIAL BUSS-ON BATTERY-MODE WITHOUT NOTICEABLE INDICATION TO THE CREW. THIS CONDITION RESULTED IN A NEAR-TOTAL ELECTRICAL FAILURE CONDITION CAUSING A LOSS OF NAV, COMM, AND TRANSPONDER OPERATION. AIRCRAFT EN ROUTE FROM MCO TO BHM. THE CREW SWITCHED TRANSPONDERS TO CODE 7700 AS POWER WAS FAILING AND DIVERTED TO MGM FOR EMERGENCY LANDING USING EMERGENCY BATTERIES FOR NAVIGATION AND MAGNA STAR PHONE TO COMMUNICATE WITH ATC. ACFT LANDED AT MGM WITHOUT FURTHER INCIDENT. SUSPECT K15 RELAY INSIDE THE PDB FAILED. COMPONENT P/N 1159SCAV373801									
7210	2NA 096	GULSTM G159	RROYCE DART5298X			DRIVESHAFT GD203	LOOSE GEARBOX		1/26/98 34 98ZZZX535
***** THE BOLT SECURING THE FORWARD U-JOINT ONTO THE DRIVESHAFT HAD BACKED ALL THE WAY OUT. THE BOLT SECURING THE AFT U-JOINT TO THE DRIVESHAFT WAS LOOSE EVEN WITH THE LOCKING TAB WASHER INSTALLED. UPON INVESTIGATION, IT APPEARED THE WRONG LOCKING TAB WAS USED DURING OVERHAUL.									
5511	1629 363	ISRAEL 1124				FITTING 453005509	CRACKED H STAB AFT SPAR	7428	1/31/97 98ZZZX549
***** CRACKS FOUND IN HORIZONTAL STABILIZER AFT SPAR SPLICE HINGE FITTING OUTBOARD LUGS. LANDINGS, 5,442.									
3260 VTZA	307UE 41021	JETAIR JETSTM4101				INDICATION	MALFUNCTIONED LANDING GEAR		12/11/97 VTZA97719
FLT 6504 - IAD-LGA - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING DUE TO GEAR HANDLE RED UNSAFE INDICATION ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED ALL UPLOCK MICROSWITCHES AND PERFORMED GEAR SWING AND COULD NOT DUPLICATE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 VTZA	311UE 41029	JETAIR JETSTM4101				SWITCH ATG135022	FAILED RT MLG		1/6/98 VTZA98006
FLT 6506 - IAD-LGA - DURING TAKEOFF, MADE AN UNSCHEDULED LANDING DUE RIGHT GEAR INTRANSIT LIGHT WOULD NOT EXTINGUISH ON GEAR UP. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED UPLOCK SWITCH. MAINTENANCE PERFORMED GEAR SWING, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3425 VTZA	301UE 41012	JETAIR JETSTM4101				AHRS 7003360948	FAILED NR 1		1/6/98 VTZA98005
FLT 6510 - IAD-LGA - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE NR 1 AHRS FAILED IN FLIGHT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 1 AHRS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 RAIA	551HK 41040	JETAIR JETSTM4101				SWITCH 91SE16	FAILED RT FUEL DOOR		1/9/98 RAIA980110
FLT 7454 - STL - REFUEL DOOR WARNING LIGHT ILLUMINATED ON TAKEOFF. MAINTENANCE REPLACED REFUEL DOOR MICROSWITCH. (M)									
2822	199CJ 071	LEAR 35A				SWITCH 111TW6003	SHORTED FUEL BOOST	130	12/4/97 98ZZZX537
***** FUEL BOOST SWITCH IS PART OF SB 35/36-28-11. THE SWITCH HAS AN INTEGRAL LIGHT. THE TWO WIRES FOR THE LIGHT ENTER THE SWITCH IN SUCH A WAY THEY CHAFE AT THE POINT WHERE THEY ENTER THE SWITCH. THIS CREATED A DIRECT SHORT TO GROUND OF THE POWER WIRE FOR THIS LIGHT. AS A RESULT, THE BOOST PUMP CIRCUIT BREAKER TRIPPED IF THE PUMP WAS TURNED ON. ALSO, BOTH WARNING LIGHT CIRCUIT BREAKERS TRIPPED IF THE ANNUNCIATOR PRESS-TO-TEST SWITCH WAS PRESSED. THIS HAPPENED ON THE GROUND DURING A PRE-FLIGHT.									
7250 IY2R	727GL 127	LEAR 35A	GARRTT TFE73122B			BLADE 3072712	FAILED HP TURBINE	2869	12/7/97 98ZZZX620
DURING FLIGHT AT 41,000 FEET CRUISE, THE RT ENGINE APPARENTLY HAD HP BLADE FAILURE RESULTING IN IN-FLIGHT SHUTDOWN. OPERATOR DECLARED EMERGENCY AND HAD UNEVENTFUL LANDING IN BALTIMORE, MD. DISASSEMBLY OF ENGINE CONFIRMED THE FAILURE. NOTE: SB 72-3494 HAD BEEN C/W AND SETS LIFE LIMIT AT 4,500 HOURS ON THIS PART.									

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7250 JY2R	30HJ 226	LEAR 35A	GARRTT TFE73122B			BLADE 30727121	FAILED HP TURBINE	2269	12/30/97 98ZZZX604
DURING CRUISE FLIGHT AT 41,000 FEET, THE RT ENGINE APPARENTLY HAD HP BLADE FAILURE RESULTING IN IN-FLIGHT SHUTDOWN. OPERATOR DECLARED EMERGENCY AND HAD UNEVENTFUL LANDING AT TUL. DISASSEMBLY OF ENGINE CONFIRMED THE FAILURE. LOT NRS 4161, 4191, AND 4266. NOTE: SB 72-3494 HAD BEEN C/W AND SETS LIFE LIMIT AT 4,500 HOURS ON THIS PART.									
2782 WRNA	311EA 193A1012	LKHEED 10113851				ACTUATOR 720002C	FAILED NR 7 LE FLAP		1/16/98 98ZZZM193
AFTER TAKEOFF DURING FLAP RETRACTION FLAP/SLAT LOCK LIGHT ON, L/E TRANS LIGHT REMAINED ON. GREEN SLAT LIGHTS ON LEFT WING. NO LIGHTS ON RT WING. AIRCRAFT RETURNED TO BASE. LANDING NORMAL. REMOVED AND REPLACED NR 7 SLAT ACT IAW 27-81-21. REMOVED AND REPLACED RIGHT TORQUE LIMITING BRAKE ASSEMBLY IAW 27-08-17. ALL SYSTEMS OPS CHECKED NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
2910 DALA	754DL 193Y1181	LKHEED 10113853	RROYCE RB211524B4			HYD LINE RB211524B4I	RUPTURED NR 2 ENGINE	59648	1/29/98 DLL15980250
A/C REJECTED T/O DUE TO C-SYS LOST. FOUND NR 2 ENG RT HYD PUMP PRESS LINE BAD. REPLACED SAME, GROUND OPS NORMAL.									
5711 DALA	784DA 193A1038	LKHEED 10113851				REAR SPAR 1528363101	CRACKED WS 293-346		1/30/98 DLL13980286
DURING INSPECTIONS, SEVERAL HOLES IN THE LT AND RT WING REAR SPAR UPPER CAP WERE FOUND CRACKED IN THE SKIN-TO-CAP AND CAP-TO-WEB HOLES. THE HOLES WERE OVERSIZED, COLD-WORKED, AND BUSHED. REPAIR DOUBLERS WERE INSTALLED ON THE CAP, SKIN AND WEB PER ER/A 363783-14AD REV A.									
7200 CKSA	103CK 293C1212	LKHEED 1011385115	RROYCE RB211524B02			ENGINE NR 3	FLAMED OUT NR 3		2/4/98 CKSA98011
PER CREW REPORT, NR 3 ENGINE FLAMED OUT DURING FLIGHT THRU HAIL STORM. ALL MCD INSPECTION, INLET AND EXHAUST AREAS CHECKED FOR DAMAGE. NO DAMAGE NOTED, ENGINE GROUND RUN PERFORMED, ALL PARAMETERS NORMAL IAW 71-00-00.									
3234 LR7A	285F 188A1107	LKHEED 188C				SELECTOR VALVE 527652	FAILED LANDING GEAR		6/19/97 LR7A9707R
LANDING GEAR RELEASED IN FLIGHT, RECYCLED GEAR WOULD'NT STAY LOCKED UP. RETURNED TO PANC FOR UNEVENTFUL LANDING. REPLACED LANDING GEAR SELECTOR VALVE, LEAK CHECKED AND OPS CHECKED NORMAL PER MM. AIRCRAFT RELEASED FOR TEST FLIGHT ONLY. VENDER REPORTED ERRATIC OPERATIONS, O-RINGS HAD PERMANENT SET, FOREIGH MATERIAL LODGED IN LAP ASSY. (M)									
3350 RAAA	1968R 188C2007	LKHEED 188C				LIGHT 1000553	FAILED CABIN		2/5/98 RAAA98E9006
AFT LT EMERGENCY EXIT PULL DOWN EMERGENCY LIGHT FAILED SERVICE CHECK. CHANGED EMERGENCY LIGHT DUE FAILED.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		2/5/98 RAAA98E9005
PAX ROW 13 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		2/5/98 RAAA98E9004
FWD RT AND AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3350 RAAA	178RV 188C2010	LKHEED 188C				LIGHT 1000553	INOPERATIVE CABIN		2/6/98 RAAA98E8004
FWD RT OVERWING EMERGENCY EXIT PULL DOWN EMERGENCY LIGHT FAILED SERVICE CHECK. CHANGED EMERGENCY LIGHT.									
3350 RAAA	178RV 188C2010	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		2/6/98 RAAA98E8003
RT AFT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7250 LR7A	287F 1148	LKHEED 188C	ALLSN 501D13			TURBINE 6847100	FAILED NR 4 ENGINE		7/17/97 LR7A9708R
NR 4 ENGINE WILL NOT SUSTAIN RPM ABOVE 7000 RPM. PREPARED AIRCRAFT FOR FERRY FLIGHT PER ZIA MAINTENANCE MANUAL GMM 04-07-01 BY INSTALLING FERRY KIT. FRAGMENTS FOUND IN TAIL PIPE. AIRCRAFT FERRIED TO ANC ON 7/18/97 DUE AKN RUNWAY CLOSURE. NR 4 ENGINE WAS CHANGED. ENGINE RUNS C/W. RELEASED FOR SERVICE. (M)									
6110 SRAA	901SJ 4299	LKHEED 382E				PROPELLER 6847100	LEAKING NR 1 ENGINE		2/3/98 SRAA98A0202
DURING CLIMB-OUT FROM MHZ FLIGHT 507, NR 1 ENGINE RPM WENT TO 104 PERCENT NO CHANGE IN MECHANICAL GOVERNING, NR 1 PROP PITCH LOCKED, FEATHERED NR 1 PROP AND FOUND PROP FAILED TO COMPLETELY FEATHERED, MAINTAINED 50 PERCENT RPM SHUT DOWN NR 1 ENGINE ACCOMPLISHED AIR TURN BACK TO MHZ. FOUND NR 1 PROP BLADE BOOT SEALS LEAKING. REPLACED NR 1 PROP ASSEMBLY IAW SAT J/C 6101, 6101-1, 6102, 6103. PERFORMED ENGINE RUN UP IAW J/C 7101 AND 7101-2. ALL OPS CHECKED GOOD.									
7200 SRAA	909SJ 4763	LKHEED 382G				ENGINE 6847100	DAMAGED NR 4		1/10/98 SRAA98B0107
ON LANDING AT MYU FLIGHT 1902, AIRCRAFT LANDED ON ICY SURFACE AND DEPARTED FROM RUNWAY. AIRCRAFT SUSTAINED NR 4 ENGINE AND PROP DAMAGE. DUE TO CONTACT WITH SNOW BANK NR 4 ENGINE FIRE, EXTINGUISHED WITH NR 1 BOTTLE. AIRCRAFT HAS BEEN REMOVED FROM SNOW BANK AND EVALUATED FOR POST INCIDENT DAMAGE. INSPECTED NR 4 ENGINE STRUCTURES BY NDT PER J/C 5192 AND 5192-3 NO DEFECTS FOUND. REPLACED NR 4 ENGINE ASS'Y AND PROP, ALSO INSPECTED THE NR 3 ENGINE AND FOUND NR 3 PROP NICKED. REPLACED NR 3 PROP ASSEMBLY PER SAT J/C 6101, 6102, 6103. PERFORMED ENGINE RUN UP, OPS CHECKED GOOD.									
2435 MALA	98XJ 098	SAAB SF340A				STARTER GEN 23080031	FAILED RT ENGINE		2/6/98 MALA975956
RIGHT GENERATOR FAILED IN FLIGHT, AFTER RESETTNG, FAILED AGAIN. AFTER 10 MINUTES THE RIGHT GENERATOR OVER TEMP CAUTION LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE STARTER/GENERATOR, ALL CHECKS GOOD.									
2436 MALA	98XJ 098	SAAB SF340A				DC GCU 51539007A	FAILED RT ENGINE		2/6/98 MALA975955
RIGHT GENERATOR FAILED IN FLIGHT, AFTER RESETTNG, IT FAILED AGAIN. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED RIGHT DC GCU, ALL CHECKS GOOD.									
2612 WWMA	232AE 340B232	SAAB 340B				SENSING ELEMENT 703072	INOPERATIVE LT ENGINE		2/4/98 WWMA9800021
FLIGHT 5004, AEX, THE LEFT ENGINE FIRE PROTECTION SYSTEM WOULD NOT TEST CORRECTLY. MAINTENANCE REPLACED THE LEFT ENGINE SENSING ELEMENT.									
2613 MALA	424XJ 424	SAAB 340B				HEAT SENSOR 7227151621	DIRTY RT ENGINE		2/8/98 MALA975960
PRIOR TO TAKEOFF, THE RIGHT TAILPIPE HOT LIGHT ILLUMINATED. AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND CLEANED AFT HEAT SENSING UNIT OF RIGHT TAILPIPE, RUNS CHECK GOOD.									
2710 MALA	46XJ 046	SAAB SF340A				CENTERING MECH 7227151621	MALFUNCTIONED LTAILERON		2/2/98 MALA975949
WHILE IN FLIGHT, THEAILERONS WOULD BIND UP AND RELEASE WHEN TURNED TO THE LEFT. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE LEFTAILERON CENTERING MECHANISM ASSEMBLY. ALL CHECKS GOOD.									
3350 WWMA	280AE 340B280	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		2/8/98 WWMA9800023
OVERHEAD EMERGENCY LIGHTS AT 14A, 12C AND FLOOR EMERGENCY LIGHTS IN THE REAR OF THE AIRCRAFT FAIL TO ILLUMINATE DURING TEST. REPLACED EMERGENCY LIGHT POWER PACK 24LN.									
3350 SIMA	301AE 340B301	SAAB 340B				CONNECTOR 6013211	LOOSE CABIN		1/10/98 SIMA980102
DFW - FLT 3775 - LEFT OVERWING EMERGENCY LIGHT IS INOP. MAINTENANCE FOUND CONNECTOR PIN HAD BACKED OUT IN CONNECTOR AT LIGHT ASSY. REINSTALLED PIN IN CONNECTOR, PERFORMED OPERATIONAL CHECK AND RETURNED TO A/C TO SERVICE. (M)									

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3350 WWMA	306AE 340B306	SAAB 340B				BULB 1317	FAILED CABIN	2/1/98	WWMA9800020
EMERGENCY LIGHT AT SEAT 4A FOUND INOPERATIVE DURING TEST, REPLACED BULB.									
3350 WWMA	356SB 340B356	SAAB 340B				CONNECTOR	LOOSE CABIN	2/6/98	WWMA9800025
DURING PREFLIGHT, THE EMERGENCY FLOOR LIGHTS AT SEATS 6 AND 7 WERE FOUND TO BE INTERMITTANT. MAINTENANCE TIGHTNED LOOSE CONNECTOR AT THE POWER SUPPLY.									
3350 MALA	429XJ 429	SAAB 340B				LIGHT	INOPERATIVE CABIN	2/5/98	MALA975954
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT AT ROW 7 AND 8 INOP. MAINTENANCE DEFERRED PER MEL 33-53-2(C). ENTERED INTO DMR AND MXC NOTIFIED.									
3350 MALA	99XJ 099	SAAB SF340A				BULB 1317	FAILED CABIN	2/6/98	MALA975958
DURING INSPECTION, EMERGENCY LIGHT AT SEAT 6A INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, OPS CHECK GOOD.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN	2/4/98	MALA975948
DURING INSPECTION, 3 OVERHEAD EMERGENCY LIGHTS INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	112XJ 340A112	SAAB SF340A				BULB 1317	FAILED CABIN	2/2/98	MALA975952
DURING INSPECTION, SEAT 9A EMERGENCY OVERHEAD LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	114XJ 340A114	SAAB SF340A				BULB 1317	FAILED CABIN	2/4/98	MALA975947
DURING INSPECTION, OVERHEAD 2A EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3414 REXA	407BH 340A078	SAAB SF340A				AIRSPEED IND 6226728011	FAILED LT COCKPIT	1/14/98	REXA98014
CAPTAINS AIRSPEED INDICATOR INOP. REMOVED AND REPLACED CAPTAINS AIRSPEED INDICATOR. (M)									
5101 REXA	346AM 340A032	SAAB SF340A				STRUCTURE	LIGHTNING STRIKE AIRFRAME	1/18/98	REXA98017
LIGHTNING STRIKE INFLIGHT. PERFORMED LIGHTNING STRIKE INSPECTION IAW SAAB AMM. A/C OK FOR SERVICE. (M)									
5310 MALA	416XJ 416	SAAB 340B				STRUCTURE	DAMAGED BS 670-694	1/19/98	MALA975961
DURING INSPECTION, CREASE AT TAIL STAND ON BOTTOM AFT FUSELAGE. MAINTENANCE SPLICED STRINGER STA 678 TO 694 IAW SAAB 340 SRM 53-80-20. MAINTENANCE REPAIRED FRAME BY CUTTING OUT DAMAGE AND FABRICATED DOUBLER, INSTALLED IAW SAAB 340 SRM 53-70-30. MAINTENANCE REMOVED DAMAGE SKIN, FABRICATED AND INSTALLED DOUBLER/TRIPLER IAW SAAB 340 SAAB 53-80-10.									
5312 MALA	102XJ 340A102	SAAB SF340A				BULKHEAD SUPPORT	CORRODED BS 272	1/14/98	MALA975962
DURING HEAVY CHECK, FOUND BULKHEAD FLOOR SUPPORT FLANGES RIGHT STA 272.0 CORRODED. MAINTENANCE REPAIRED BY CUTTING THE FLANGE AWAY AND FABRICATING A 90 DEGREE REPAIR ANGLE IAW SRM 51-00-42/43 AND 51-20-50.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

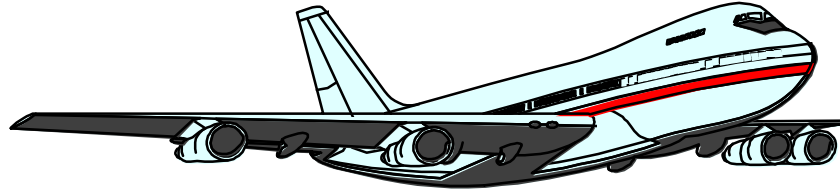
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5330 MALA	403XJ 340B403	SAAB 340B				SKIN	DENTED BS 341-359		2/3/98 MALA975953
DURING 4K CHECK, FOUND DENTS AND SEVERE OIL CANNING BETWEEN STATIONS 341 AND 359 FROM WL 100 TO WL 88. THESE DENTS ARE ON THE RIGHT SIDE OF THE AIRCRAFT. MAINTENANCE REPAIRED THIS AREA WITH A DOUBLER/TRIPLER OVERLAP REPAIR AND BONDED TO THE FUSELAGE SKIN. COMPLETED WITH ACCORDANCE TO SAAB SRM 57-70-10.									
5330 MALA	102XJ 340A102	SAAB SF340A				SKIN	DAMAGED BS 602		1/19/98 MALA975963
DURING HEAVY CHECK, STA 602 HAS 2 DENTS THAT ARE LOCATED APPROX 24 BELOW PASSENGER WINDOW. MAINTENANCE REMOVED DAMAGE AREA AND INSTALLED AN EXTERNAL REPAIR DOUBLER IAW SAAB SRM 53-70-10.									
5347 SIMA	384AE 340B384	SAAB 340B				END CAP 7253711245	CORRODED BS 297		1/15/98 SIMA980151
ABI - DURING MBV, FOUND LT TRACK END CAP HAD CORROSION BEYOND LIMITS AT FS 297 FROM BLL 18.3 TO BLL 32.8. REMOVED AND REPLACED LT TRACK END CAP IAW SAAB 340 SRM 53-00-00 AND AIRCRAFT RETURNED TO SERVICE. (X)									
5347 SIMA	384AE 340B384	SAAB 340B				END CAP 7253711243	CORRODED BS 297		1/15/98 SIMA980152
ABI - DURING MBV, FOUND RT TRACK END CAP HAD CORROSION BEYOND LIMITS AT FS 297 FROM BL ZERO TO BLR 32.8. REMOVED AND REPLACED RT TRACK END CA IAW SAAB 340 SRM 53-00-00 AND AIRCRAFT RETURNED TO SERVICE. (X)									
7200 WWMA	283AE 340B283	SAAB 340B	GE CT79B			ENGINE	MALFUNCTIONED LT/RT		2/6/98 WWMA9800024
FLYING THROUGH SEVERE RAIN STORMS THE LEFT AND RIGHT ENGINES EXPERIENCED POWER INTERRUPTIONS, THEY OCCURED WITH AND WITHOUT THE ENGINE ANTI-ICE ON. A 10 PERCENT TO 20 PERCENT LOSS OF TORQUE WAS NOTED WITH YAW CHANGES AND AUDIBLE BANGS. ALSO, BOTH IGNITION LIGHTS CAME ON. THE AIRCRAFT LANDED IN LAX WITHOUT INCIDENT. MAINTENANCE PERFORMED ENGINE AND BORESCOPE INSPECTIONS ON BOTH THE LEFT AND RIGHT ENGINES IAW FAULT ISOLATION GUIDES IN THE GE MM 72-00-00 PAGES 139 TO 147. NO DISCREPANCIES WERE FOUND, THE FLIGHT DATA RECORDER AND THE FDAU WERE REMOVED FOR STATISTICAL DOWNLOADING.									
7230 WWMA	335AE 340B335	SAAB 340B				REAR SHAFT 6068T45P03	SHEARED COMPRESSOR	8471	1/31/98 WWMA9800022
***** ENG WAS INSTALLED AND MX WAS PERFORMING ENG BREAK IN RUNS IAW SAAB AMM 71-00-00 PAGES 516-518. THE POWER LEVER WAS ADVANCED FROM 46 PERCENT TO 68 PERCENT TQ WHEN TEMP STARTED TO INCREASE FASTER THAN NORMAL. WHEN THE POWER LEVER WAS RETARDED, TWO AUDIABLE POPS WERE HEARD WITH CORRESPONDING OVER TEMP LIGHTS. A BOROSCOPE INSPECTION REVEALED EXCESSIVE RUB AT STAGE 4-5 OF THE COMPRESSOR ROTOR. THE COMPRESSOR IMPELLOR HAD ALSO CUT INTO IT'S SHROUD. THE COMPRESSOR WAS RUBBING WHEN THE ENG WAS TURNED BY HAND BUT THE COMPRESSOR SECTION WAS NOT TURNING WITH THE HOT SECTION. FOUND THAT THE COMPRESSOR ROTOR REAR SHAFT HAD FAILED. THE ENG WAS SENT TO GE FOR EVALUATION.									
7321 MALA	99XJ 099	SAAB SF340A	GE CT75A			ECU 7086M60611	FAILED RT ENGINE		2/4/98 MALA975957
AFTER LANDING ROLLOUT, RIGHT ENGINE FLAMED OUT. TOWER REPORTED SMOKE FROM RIGHT ENGINE, AT THE SAME TIME THE RIGHT ENGINE OIL PRESSURE LIGHT ILLUMINATED. MAINTENANCE REPLACED THE RIGHT ECU, OPS CHECK GOOD.									
5230 SABA	159CC SH3759	STBROS SD360				ROD ASSY SD3112179XA	OUT OF ADJUST BAGG DOOR		1/2/98 SABA980001
ON FLT FROM CLT TO OAJ, AIRCRAFT RETURNED TO CLT DUE TO FORWARD BAGGAGE COMPARTMENT DOOR LIGHT ILLUMINATED. NO EMERGENCY DECLARED. AIRCRAFT LANDED WITH NO OTHER PROBLEMS. PASSENGERS DEPLANED. MAINTENANCE ADJUSTED THE PUSH-PULL ROD ON THE FORWARD BAGGAGE COMPARTMENT DOOR. DOOR OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

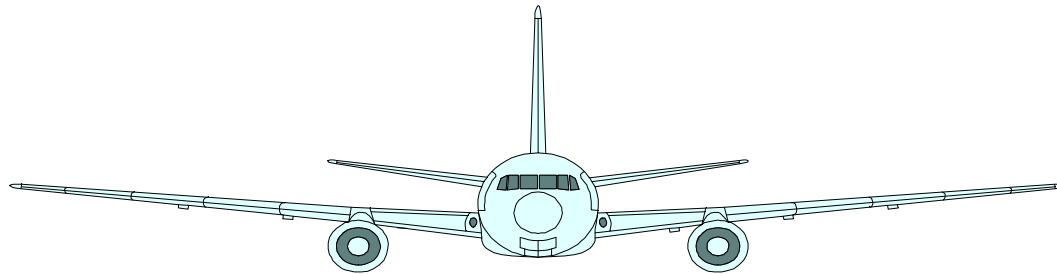
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3425	59TP	SWRNGN			COLLINS	FLIGHT DIRECTOR	FAILED		1/28/98
EI4R	T26161	SA226AT				329B7A	PITCH SYNCHRO		98ZZZX476
*****	WHEN RECEIVED, THE FLIGHT DIRECTOR PRESENTATION WAS SHOWING AN ATTITUDE OF 70 DEGREES UP WHEN ENERGIZED. IT SHOULD HAVE BEEN SHOWING ZERO ATTITUDE. THE PROBLEM WAS TRACED TO THE PITCH SYNCHRO. THIS SYNCHRO HAD LOCKED UP DUE TO THE LAMINATION IMPREGNATING MATERIAL GETTING INTO THE VERY SMALL AIR GAP BETWEEN THE ROTOR AND STATOR OF THE SYNCHRO. ONLY ONE SET SCREW WAS USED TO HOLD THE SYNCHRO DRIVE GEAR ON THE SYNCHRO SHAFT; WHEN SYNCHRO LOCKED UP, THE GEAR SLIPPED ON THE SHAFT ALLOWING SYNCHRO TO GIVE THE WRONG INFO TO THE PRESENTATION. AFTER ELIMINATING CONTAMINATION PROBLEM IN THE SYNCRHO, A FLAT WAS MACHINED ON THE SYNCHRO SHAFT. TWO SET SCREWS WERE USED TO SECURE THE SYNCHRO DRIVE GEAR.								
7240	271DC	SWRNGN	GARRTT			DIFFUSER VANE	FAILED	2992	12/15/97
WD4R	T414	SA226TB	TPE33110U			31021731	HOT SECTOIN		98ZZZX559
*****	DURING HOT SECTION INSPECTION, FOUND DIFFUSER VANE P/N 3102173-1 BROKEN IN SEVERAL PIECES LYING ON TOP OF THE OUTER TRANSITION LINER AND WEDGED BETWEEN THE COMPRESSOR HOUSING AND BOTTOM OF TRANSITION LINER. FURTHER INVESTIGATION REVEALED THAT RECOMMENDED GARRETT SB TPE331-72-0458 HAD NOT BEEN C/W.								

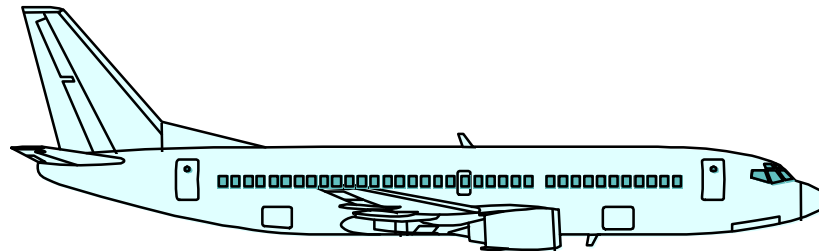
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**2/8/98 - 2/14/98 ISSUE: 98-07 ZAC-326**

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3230		AIRBUS A300B4203	GE CF650C2			SPRING C288393	BROKEN LT MLG	5625	7/20/97 AU971656
(AUS) LH MAIN LANDING GEAR AFT DOWNLOCK ASSEMBLY AFT OUTER DOWNLOCK SPRING BROKEN AND SPRING LOWER ATTACHMENT FITTING BENT.									
3231		AIRBUS A300B4203	GE CF650C2			ARM A52810000500051	BROKEN NLG DOOR		7/22/97 AU971643
(AUS) NOSE LANDING GEAR LH AFT DOOR ACTUATING ROD BROKEN.									
7500		AIRBUS A300B4203	GE CF650C2			DUCT 1555M14604	CRACKED ENGINE BLEED AIR		11/20/97 AU971589
*****	(AUS) NO2 ENGINE 14TH STAGE AIR DUCT CRACKED FOR 66% OF CIRCUMFERENCE.NUMEROUS TIE ROD ENDS SNAPPED OFF. HP RECOUP TUBE SEVERELY CHAFED.								
7830		AIRBUS A300B4203	GE CF650C2			THRUST REVERSER CF6RHFRAF1	CORRODED R 2 ENG OUTB	24701	11/11/97 AU971657
*****	(AUS) NO2 ENGINE OUTBOARD THRUST REVERSER HALF CORRODED AND DAMAGED.METAL STRUT LEADING EDGE DAMAGED AND BROKEN OFF LODGING INCASCADE FORWARD RECESS CAUSING A BLOCKER DOOR TO BREAK AND SEVERE BLOCKER DOOR CARRIAGE DAMAGE.								
2612		BAC 146200A	LYC ALF502R5			CONNECTOR	LOOSE NR 3 ENG DETECT		12/23/97 AU971598
(AUS) NO3 ENGINE FALSE FIRE WARNING DUE TO LOOSE AND DIRTY ELECTRICAL CONNECTOR PLUG. FIRE BOTTLE ACTIVATED.									
2621		BAC 146200A	LYC ALF502R5			FIRE BOTTLE 57333012	EMPTY NR 4 ENGINE	4251	1/4/98 AU980018
(AUS) NO4 ENGINE OUTBOARD FIRE BOTTLE UNDERWEIGHT. FOUND DURING INSPECTION IAW ER BA6-26-20-15.									
2621		BAC 146200A	LYC ALF502R5			FIRE BOTTLE 57333012	EMPTY APU	8601	1/3/98 AU980017
(AUS) APU FIRE EXTINGUISHER BOTTLE EMPTY. FOUND DURING INSPECTION IAW ER BA6-26-20-15.									
2621		BAC 146200A	LYC ALF502R5		KIDDE 57333012	FIRE BOTTLE 57333012	CORRODED NR 1 ENG OUTB	5697	12/27/97 AU971600
(AUS) NO1 ENGINE OUTBOARD FIRE EXTINGUISHER BOTTLE APPROXIMATELY 0.7KG UNDERWEIGHT DURING INSPECTION IAW BA6-26-20-15. CORROSION WAS ALSO FOUND ON APPROXIMATELY 20% OF THE NECK AREA.									
2621		BAC 146200A	LYC ALF502R5			FIRE BOTTLE 57333012	EMPTY APU FIRE BOTTLE		12/22/97 AU971592
(AUS) APU FIRE EXTINGUISHER BOTTLE EMPTY. NO EVIDENCE OF DISCHARGE. FOUND DURING REMOVAL FOR REWEIGH.									
2621		BAC 146200A	LYC ALF502R5			FIRE BOTTLE 57333012	EMPTY NR 2 ENG INB	6151	12/24/97 AU971599
(AUS) NO2 ENGINE INBOARD FIRE EXTINGUISHER BOTTLE EMPTY. FOUND DURING REMOVAL FOR REWEIGH.									
2621		BAC 146300A	LYC ALF502R5			FIRE BOTTLE 57333012	EMPTY NR 3 ENG BOTTLE		11/29/97 AU971593
(AUS) NO3 ENGINE INBOARD FIRE EXTINGUISHER EMPTY. FOUND DURING REWEIGH.									

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5610		BAC 146200A	LYC ALF502R5		PPG NP1701012	WINDSHIELD NP1701012	CRACKED 1ST OFFICERS A		9/18/97 AU971597
(AUS) FIRST OFFICERS 'A' WINDSCREEN ARCING FOLLOWED SHORTLY BY CRACKING OF THE OUTER PANE. SUSPECT CAUSED BY MOISTURE INGRESS.									
5610		BAC 146200A	LYC ALF502R5			WINDSHIELD NP1701022	DELAMINATED 1ST OFFICERS B		9/18/97 AU971596
(AUS) FIRST OFFICERS 'B' WINDSCREEN DELAMINATED AND A SECTION OF THE OUTER PANE SEPARATED. SUSPECT CAUSED BY MOISTURE INGRESS INTO CONDUCTIVE LAYER CAUSING ARCING.									
3242		BAG JETSTM3107		ROTOL R333482F12	DUNLOP BRAKEUNIT	RIVET AHO809723	SHEARED BRAKE		12/13/97 AU971633
(AUS) LH MAIN LANDING GEAR BRAKE PAD RIVET SHEARED. BRAKE PADS WEDGED BETWEEN THE STATOR AND ROTOR ASSEMBLIES.. THRUST PLATE ASSEMBLY PNO AHO 84638 ALSO DAMAGED AND DISTORTED									
2612		BEECH 1900D	PWA PT6A67D			FIRE WIRE 24412886	LOW RESISTANCE RT ENGINE		1/9/98 AU980019
(AUS) RH ENGINE FORWARD FIRE WIRE LOW RESISTANCE.									
7210		BEECH 1900D	PWA PT6A67D	HARTZL HCE4A3A		BOLT MS949034	FAILED LT ENG RED GRB		11/3/97 AU971626
*****	(AUS) LH ENGINE REDUCTION GEARBOX FIRST STAGE PLANET GEAR CARRIER BOLT FAILED. INVESTIGATION FOUND THAT THE BOLT HEAD HAD SEPARATED AND ENTERED THE FIRST STAGE GEAR TRAIN. EXAMINATION OF THE CARRIER BOLTS REVEALED FOUR BOLTS FRACTURED IN THE THREADED AREA AND ONE BOLT FRACTURED UNDER THE BOLT HEAD. SUSPECT BOLTS OVERTORQUED DURING ASSEMBLY. PERSONNEL/MAINTENANCE ERROR. METAL CONTAMINATION OF ENGINE.								
2520		BOEING 737377				SEAT	WORN CABIN NR 8G		1/1/98 AU980010
(AUS) SEAT 8G WORN. THE SEAT WAS OBSTRUCTING THE OVERWING EXIT WHEN IN THE UPRIGHT POSITION.									
2520		BOEING 737476				SEAT 737M254570114	SEPARATED CABIN	3082	10/18/97 AU971642
(AUS) PASSENGER SEAT OUTBOARD FORWARD SEAT LEG TRACK FITTING SEPARATED FROM FLOOR TRACK. SEAT WAS LOCATED AT ROW 21 A B C.									
2520		BOEING 7374Q8				SEAT 737M254570114	SEPARATED CABIN		9/22/97 AU971660
(AUS) PASSENGER SEAT AFT OUTBOARD SEAT LEG TRACK FITTING SEPARATED FROM THE FLOOR TRACK DUE TO THE LOCKING SCREW BACKING OUT OF THE TRACK FITTING. THE SEAT WAS LOCATED AT POSITION ROW 14 DEF.									
2560		BOEING 737377				CABLE B732560133	BROKEN AFT ESCAPE SLIDE		12/22/97 AU971611
(AUS) AFT ENTRY DOOR ESCAPE SLIDE COVER RELEASE CABLE BROKEN IN LOOP AT THE GIRT BAT ATTACHMENT END.									
2760		BOEING 737377				CABLE BACC2A3A03051FG	BROKEN SPOILER WS 230		12/26/97 AU971640
(AUS) NO6 FLIGHT SPOILER CABLE WSB2-4 FAILED ADJACENT TO THE PULLEYS AT RH WING STN 230 AT WBL157.0. EVIDENCE OF ADVANCED INTERNAL CORROSION.									
2761		BOEING 73733A			BOEING ACTUATOR	HOUSING 654494713	CRACKED LT INB SPOILER	23588	12/1/97 AU971641
(AUS) LH INBOARD GROUND SPOILER OUTBOARD ACTUATOR HOUSING PIVOT BEARING LUG BROKEN. SUSPECT CAUSED BY FATIGUE CRACKING ORIGINATING FROM MINOR CORROSION PITTING IN THE CENTRE OF THE BEARING BORE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3244		BOEING 73733A			314392	TIRE 0397812	SEPARATED RT OUTB TIRE		10/25/97 AU971602
(AUS) RH OUTBOARD TYRE TREAD SEPARATED DUE TO FATIGUE IN THE SHOULDER SECTION. TYRE REMAINED INFLATED. DAMAGE CAUSED TO THE AIRFRAME.									
5220		BOEING 737376				TRIM	BLOCKED EMERGENCY EXIT		9/15/97 AU971658
(AUS) COCKPIT DOOR EMERGENCY HATCH PULL HANDLE TRIM INTERFERING WITH THE MEL DOCUMENT HOLDER PREVENTING THE HATCH FROM FALLING INTO THE COCKPIT AS DESIGNED.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED FWD PRESSURE		12/2/97 AU971621
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD CRACKED IN EIGHT POSITIONS.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED FWD PRESSURE		12/29/97 AU971613
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD CRACKED IN TEN SEPARATE POSITIONS.									
5312		BOEING 737377				BULKHEAD	CRACKED FWD PRESSURE		10/1/97 AU971603
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN THE FOLLOWING LOCATIONS:-1. THREE CRACKS IN THE BULKHEAD WEB BETWEEN LBL 5.7 AND RBL 5.7 LOCATED UNDER THE RADAR SCANNER MOUNTING BRACKETS - CRACK LENGTHS 24MM (0.944IN) - 14MM (0.551IN) - 13MM (0.511IN) 2. CRACK IN VERTICAL BULKHEAD CHORD AT LBL 5.7 - CRACK LENGTH 8MM (0.314IN) FOUND DURING ULTRASONIC AND EDDY CURRENT INSPECTION IAW ERB73-53-10-39C AND SB B737-53-1173.									
5312		BOEING 737476				BULKHEAD 651630084	CRACKED FWD PRESSURE		12/16/97 AU971619
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD CRACKED IN TWO POSITIONS.									
5320		BOEING 737377				SKIN	CRACKED RT C-D WINDOW		12/15/97 AU971612
(AUS) RH C-D FLIGHT COMPARTMENT WINDOW POST UPPER GUSSET SKIN CRACKED. CRACK LENGTH 3.175MM (0.125IN). FOUND DURING EDDY CURRENT INSPECTION.									
7830		BOEING 737377	CFMINT CFM563B2			LOCK S315N3702	FAULTY LT INB TR		10/20/97 AU971604
(AUS) LH INBOARD THRUST REVERSER SYNCH LOCK FAULTY. WORKSHOP TESTING COULD FIND NO MALFUNCTION.									
2750		BOEING 747312				PUSHROD	INCORRECT PART TE FLAP CONTROL		12/30/97 AU971631
(AUS) RH INBOARD TRAILING EDGE NO5 AFT FLAP PUSHROD INCORRECT PART. PUSHROD WAS ALSO 20.637MM (0.8125IN) TOO SHORT. GENEVA CAMS NO5 AND NO6 ALSO TRANSPOSED									
2910		BOEING 767277	GE CF680A		V243602	SPRING 33582	FRACTURED HYD SYS		3/7/97 AU971595
(AUS) HYDRAULIC SYSTEM RH FUSE PNO V2-4360-2 SPRING PNO 33582 FAILED. SPLIT RING PNO 33581 DAMAGED AND RESET PISTON PNO 33589 JAMMED INSIDE ADAPTER PNO 33590.									
3230		BOEING 767277	GE CF680A		BOEING 273T63016	ACTUATOR 273T63016	FAILED LT MLG		12/26/97 AU971644
(AUS) LH MAIN LANDING GEAR LEFT HAND DRAG BRACE ACTUATOR PISTON ROD SHEARED IN THREADED AREA.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7160		CESSNA R182	LYC O540J3C5	MCAULY B2D34C214	22500161	CLAMP QS200	LOOSE CARB INT		6/11/96 CA960620020
(CAN) CLAMP AT AIR BOX ASSEMBLY FOR CARBURETOR FOUND LOOSE. HOSE HAD NOT BEEN PUSHED ON PROPERLY. THIS IS NOT CORRECT CLAMP BUT IS JUST AS GOOD OR BETTER ACCORDING TO SUBMITTER. CORRECT CLAMP IS AN NAS398-66. THIS LOOSE CLAMP COULD CAUSE A LOSS OF POWER AND OBSTRUCTION OF CARBURETOR AIR INTAKE.									
2750		CNDAIR CL6002B19	GE CF343A			BPSU 855D1007	FAILED FLAPS	5366	10/20/97 CA971110012
(CAN) ON APPROACH FLAPS FAILED AT ZERO DEGREES. AIRCRAFT WENT AROUND AND LANDED OK. BRAKE POSITION SENSING UNIT REPLACED. THIS WAS A REPEAT SNAG.									
3417		CNDAIR CL6002B19	GE CF343A			ADC 8220372115	FAILED NR 1	7217	10/14/97 CA971031013
(CAN) REJECTED TAKEOFF AT 70 KNOTS IAS (INDICATED AIR SPEED) DUE TO ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS) COMPUTER MONITOR CAUTION ON AND INDICATED AIR SPEED AMBER SYMBOL ON CAPTAIN'S PRIMARY FLIGHT DISPLAY. REPLACED NR1 AIR DATA COMPUTER.									
5620		DHAV DHC8102	PWA PW120A			CLIP 85323497101	CRACKED PASS WINDOW		12/16/97 AU971606
(AUS) WINDOW TO WINDOW FRAME ATTACHMENT CLIPS CRACKED IN RADIUS OF FOLD LINE.									
5620		DHAV DHC8102	PWA PW120A			CLIP 85323497101	CRACKED PASS WINDOW		12/16/97 AU971625
(AUS) WINDOW CLIPS CRACKED AT RADIUS ALONG FOLD LINE.									
3233		EMB EMB120	PWA PW118A			ROD END 2112600000	WORN MLG ACTUATOR		1/4/98 AU980005
(AUS) RH MAIN LANDING GEAR RETRACTION ACTUATOR RODEND WORN									
3234		EMB EMB120	PWA PW118A			CONTROL BOX 1203859400	MALFUNCTION GEAR SELECTOR		12/18/97 AU971588
(AUS) LANDING GEAR CONTROL BOX FAULTY.									
2810		FOKKER F27MK50				PANEL F1701468401	CRACKED FUEL STORAGE		12/30/97 AU971622
(AUS) REFUELLING POINT PANEL CRACKED IN NUMEROUS PLACES.									
7930		MAULE M7235	LYC IO540W1A5			PRESSURE SENSOR	FAILED HOBBS METER		10/9/96 CA961030003
(CAN) AIRCRAFT LOST ALL OIL IN FLIGHT DUE TO HOBBS METER PRESSURE SENSOR FAILURE.									
6120		PIPER PA31	LYC TIO540A2C	HARTZL HCE3YR2A		CABLE 2489408	BROKEN LT PROP PITCH	6388	11/13/96 CA961120006
(CAN) LEFT HAND PITCH CONTROL CABLE BROKE WHILE CHECKING IT. CABLE BROKE INSIDE CASE AT BEGINNING OF THE FLEXIBLE SECTION. SUBMITTER SUSPECTS THAT PILOT TRIED TO MOVE CONTROL WHEN ENGINE WAS STILL COLD.									
7120		PIPER PA44180	LYC O360E1A6			MOUNT 86212002	CRACKED LEFT ENGINE	5024	9/17/96 CA960924031
(CAN) LEFT ENGINE MOUNT FOUND CRACKED AT THE LEFT UPPER MEMBER AND THE MEMBER BETWEEN THE LEFT UPPER AND THE LEFT LOWER MOUNT. WELDING REPAIR HAD BEEN PREVIOUSLY CARRIED OUT AS HAD A MAGNETIC PARTICLE INSPECTION. NO HARD LANDING REPORTED, NOR VIBRATION FROM ENGINE. POSSIBLE MATERIAL FATIGUE. PIPER OWNER MAGAZINE HAD NOTED TWO LEFT MOUNTS CRACKED RECENTLY AND OVERHAUL AGENCY HAD ALSO REPORTED ONE.									

***** DENOTES SIGNIFICANT OCCURRENCE

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2913		SAAB SF340A	GE CT75A1	ROTOL R3544123F13		PUMP 401852	FAULTY HYDRAULIC	2967	11/25/97 AU971652
(AUS) HYDRAULIC PUMP FAULTY. PUMP MOTOR OVERHEATED.									
2435		STBROS SD360	PWA PT6A67R	HARTZL HCA6A3		GENERATOR 23078010	FAILED RT ENG START/GEN	754	1/7/98 AU980007
(AUS) RH ENGINE STARTER/GENERATOR FAILED									
3242		ZLIN Z242L			K2202007	O-RING 155N607334	FAILED RT BRAKE CALIP	879	11/29/96 CA961230005
(CAN) AFTER LANDING THE RIGHT HAND BRAKE LOCKED. THE 'O' RING ON THE BRAKE CALIPER COVER HAD FAILED.									
3250		ZLIN Z242L				SPRING Z4242170001	BROKEN NOSE GEAR	659	10/10/96 CA961104010
(CAN) PILOT REPORTED THAT THE RUDDER PEDALS WERE OFFSET WHEN NOSE WHEEL WAS STRAIGHT. THE LEFT NOSE WHEEL STEERING SPRING WAS FOUND BROKEN.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	19	7	0	10	0	4	0	40
	CA	0	1	3	0	0	1	3	0	8
	EA 13	0	0	1	0	0	0	0	0	1
	GL 15	0	0	1	0	0	0	0	0	1
	SO 09	0	1	0	0	0	0	0	0	1
	SO 19	0	1	0	0	0	0	0	0	1
	SW 09	0	0	0	0	1	0	1	0	2
	SW 99	0	0	0	0	0	0	0	1	1
	WP 07	0	1	0	0	0	0	0	0	1
AALA	SW 07	0	0	1	0	31	0	0	0	32
ABXA	GL 23	0	0	3	0	8	0	0	0	11
AMTA	GL 11	0	7	0	0	0	0	0	0	7
ARWA	SO 19	0	0	0	0	0	0	1	0	1
ASAA	NM 01	0	1	23	0	6	0	0	0	30
ASOA	SO 11	0	2	0	0	4	0	1	0	7
B4MR	GL 23	0	0	0	0	15	0	0	0	15
C2XA	SW 09	0	1	0	0	0	0	0	0	1
C8GA	SO 15	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	2	2	1	28	0	0	0	33
CKSA	GL 23	0	2	2	0	0	0	1	0	5
COEA	NM 13	0	0	0	0	1	0	0	0	1
COMA	SO 01	0	4	3	0	1	0	1	0	9
DALA	SO 27	0	4	3	0	23	0	1	0	31
DHLA	SO 01	0	0	0	0	3	0	0	0	3
DU4R	SO 15	0	0	0	0	1	0	0	0	1
EI4R	SO 15	0	0	1	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EIAA	NM 09	0	1	0	0	0	0	1	0	2
EISA	SW 07	0	3	0	0	0	0	0	0	3
EQGA	SW 19	0	0	0	0	0	0	1	0	1
ERKR	WP 07	0	0	0	0	2	0	0	0	2
EY2R	GL 03	0	0	0	0	0	1	0	0	1
F3LA	NM 03	0	0	3	0	3	0	0	0	6
FDEA	SO 25	0	1	2	0	4	0	0	0	7
FXLA	SO 19	0	0	2	0	0	0	0	0	2
G6OA	EA 27	0	0	0	1	0	0	0	0	1
GAIA	SW 07	0	2	1	0	5	0	0	0	8
HALA	WP 13	0	2	3	0	0	0	0	0	5
HNAA	EA 07	0	6	6	0	1	0	0	0	13
HXUA	NM 09	0	1	0	0	0	0	0	1	2
IPXA	SO 01	0	1	6	0	5	0	0	0	12
IU6R	NM 01	0	1	0	0	0	0	0	0	1
IY2R	SW 15	0	0	0	0	0	0	1	0	1
JACZ	WP 03	0	0	1	0	0	0	0	0	1
JBXA	SO 05	0	1	0	0	0	0	0	0	1
JJBA	EA 01	0	0	1	0	0	0	0	0	1
JY2R	GL 23	0	0	0	0	0	0	1	0	1
K3HA	EA 25	0	0	2	0	0	0	0	0	2
KCOA	GL 13	0	0	0	0	0	0	1	0	1
LR7A	AL 05	0	0	1	0	0	0	1	0	2
M8XA	NM 03	0	1	0	0	0	0	0	0	1
MALA	GL 15	0	4	8	0	4	0	1	0	17
MASA	SW 07	0	0	0	0	2	1	0	0	3
MWEA	GL 31	0	2	1	0	7	0	0	0	10

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
NWAA	GL 01	0	0	11	0	1	0	3	0	15
ORJA	WP 11	0	0	6	0	0	0	0	0	6
P5CA	WP 23	0	2	0	0	132	0	7	0	141
P9OA	NM 01	0	0	1	0	0	0	0	0	1
PCAA	EA 13	0	0	0	0	0	0	3	0	3
QXEA	NM 09	0	0	2	0	0	0	1	0	3
RAAA	AL 03	0	0	5	0	0	0	0	0	5
RAIA	CE 03	0	4	5	0	1	0	1	0	11
REXA	SO 25	0	2	2	0	1	1	0	0	6
RRXA	WP 15	0	0	1	0	0	0	0	0	1
RYNA	CE 07	0	0	3	0	0	0	0	0	3
SABA	SO 33	0	0	0	0	1	0	0	0	1
SIMA	SW 21	0	1	7	0	2	1	0	0	11
SPAA	WP 07	0	1	8	0	0	0	0	0	9
SRAA	GL 23	0	0	0	0	0	1	1	0	2
SWIA	NM 07	0	3	3	0	0	0	1	0	7
TAOA	EA 15	0	0	1	0	0	0	0	0	1
TC8A	GL 23	0	0	0	1	0	0	1	0	2
TFAA	SO 15	0	0	0	0	0	0	0	1	1
TSAA	WP 13	0	0	5	0	0	0	0	0	5
TWAA	CE 05	0	4	5	0	2	0	2	0	13
TWRA	EA 15	0	1	0	0	0	0	0	0	1
UALA	WP 29	0	26	34	16	8	0	11	0	95
USAA	EA 19	0	4	18	0	1	0	0	0	23
VNAA	GL 07	0	0	0	1	1	0	0	0	2
VTZA	EA 27	0	2	6	0	0	1	2	0	11
WD4R	SO 17	0	0	0	0	0	0	1	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
WRLA	EA 27	0	1	0	0	0	0	0	0	1
WRNA	SO 05	0	1	0	0	0	0	0	0	1
WTAA	WP 17	0	2	4	0	1	0	0	0	7
WWMA	WP 15	0	1	3	0	0	0	2	0	6
YIEA	GL 23	0	0	0	0	0	0	1	0	1
TOTALS		0	128	217	20	316	7	57	3	748

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
AEROSP	ATR42300	0	2	2	0	0	1	0	0	5
AEROSP	ATR72212	0	0	4	0	4	0	0	0	8
AIRBUS	A300B4203	0	0	2	0	0	0	2	0	4
AIRBUS	A300B4605R	0	0	0	0	10	0	0	0	10
AIRBUS	A320232	0	3	3	0	1	0	0	0	7
BAC	146200A	0	6	0	0	2	0	0	0	8
BAC	146300A	0	1	0	0	0	0	0	0	1
BAG	JETSTM3101	0	2	4	0	0	1	0	0	7
BAG	JETSTM3107	0	0	1	0	0	0	0	0	1
BAG	JETSTM3201	0	5	8	0	0	1	3	0	17
BEECH	1900D	0	0	1	0	0	1	0	0	2
BEECH	1900D	0	1	0	0	0	1	1	0	3
BEECH	99A	0	0	0	0	0	0	1	0	1
BOEING	72721C	0	0	0	0	1	0	0	0	1
BOEING	72722	0	0	1	0	1	0	0	0	2
BOEING	727221	0	1	0	0	0	0	0	0	1
BOEING	727222	0	0	7	0	2	0	3	0	12
BOEING	727223	0	0	0	0	17	0	0	0	17
BOEING	727224	0	0	1	0	0	0	0	0	1
BOEING	727225	0	0	2	0	1	0	0	0	3
BOEING	727227	0	7	1	0	1	0	0	0	9
BOEING	72723	0	0	0	0	1	0	0	0	1
BOEING	727230	0	1	0	0	0	0	0	0	1
BOEING	727231	0	0	0	0	0	0	1	0	1
BOEING	727232	0	2	1	0	17	0	1	0	21
BOEING	727243	0	0	0	0	26	0	0	0	26
BOEING	727247	0	0	0	0	2	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	72725	0	1	0	0	2	0	0	0	3
BOEING	727251	0	3	2	0	0	0	0	0	5
BOEING	72725C	0	0	1	0	0	0	0	0	1
BOEING	7272A1	0	0	0	0	3	0	0	0	3
BOEING	7272J4	0	0	0	0	1	0	0	0	1
BOEING	72751C	0	0	1	0	0	0	0	0	1
BOEING	72761	0	0	0	0	0	0	0	1	1
BOEING	737*	0	1	0	0	0	0	0	0	1
BOEING	737201	0	0	1	0	3	0	0	0	4
BOEING	737210C	0	0	1	0	0	0	0	0	1
BOEING	737222	0	2	1	0	0	0	1	0	4
BOEING	737230	0	0	4	0	0	0	0	0	4
BOEING	737232	0	0	0	0	1	0	0	0	1
BOEING	737291	0	0	1	0	0	0	0	0	1
BOEING	737297	0	1	8	0	0	0	0	0	9
BOEING	737298C	0	0	2	0	0	0	0	0	2
BOEING	7372L9	0	0	1	0	0	0	0	0	1
BOEING	7372Q8C	0	0	1	0	0	0	0	0	1
BOEING	7372X6C	0	0	6	0	0	0	0	0	6
BOEING	737301	0	0	1	0	0	0	0	0	1
BOEING	737322	0	3	1	0	0	0	1	0	5
BOEING	73733A	0	1	1	0	0	0	0	0	2
BOEING	737376	0	0	0	0	3	0	0	0	3
BOEING	737377	0	3	0	0	2	0	1	0	6
BOEING	7373T0	0	0	0	0	2	0	0	0	2
BOEING	737401	0	0	1	0	0	0	0	0	1
BOEING	737476	0	1	0	0	1	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737490	0	0	1	0	0	0	0	0	1
BOEING	73749R	0	0	1	0	0	0	0	0	1
BOEING	7374Q8	0	1	2	0	2	0	0	0	5
BOEING	7374Q8	0	1	0	0	0	0	0	0	1
BOEING	7374S3	0	0	2	0	0	0	0	0	2
BOEING	737522	0	1	1	0	0	0	0	0	2
BOEING	747121	0	0	0	0	1	0	0	0	1
BOEING	747122	0	0	0	0	13	0	2	0	15
BOEING	747123	0	0	0	0	1	0	0	0	1
BOEING	747123F	0	0	4	0	0	0	0	0	4
BOEING	747131	0	0	0	0	0	0	1	0	1
BOEING	747132	0	2	0	0	118	0	5	0	125
BOEING	747212B	0	1	0	0	0	0	0	0	1
BOEING	747228F	0	0	0	0	0	0	1	0	1
BOEING	747238B	0	1	0	0	1	0	0	0	2
BOEING	747251B	0	0	0	0	0	0	1	0	1
BOEING	747251F	0	0	0	0	0	0	1	0	1
BOEING	747273C	0	1	0	0	0	0	0	0	1
BOEING	747312	0	1	0	0	0	0	0	0	1
BOEING	747346	0	0	1	0	0	0	0	0	1
BOEING	747422	0	0	5	0	0	0	1	0	6
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	757222	0	10	9	14	3	0	1	0	37
BOEING	757225	0	0	4	0	0	0	0	0	4
BOEING	757231	0	0	1	0	0	0	0	0	1
BOEING	757232	0	0	1	0	1	0	0	0	2
BOEING	7572B7	0	1	6	0	0	0	0	0	7

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	767222	0	1	2	0	0	0	2	0	5
BOEING	767277	0	1	1	0	0	0	0	0	2
BOEING	767322	0	3	2	2	0	0	0	0	7
BOEING	767323	0	0	1	0	2	0	0	0	3
BOEING	767332	0	0	1	0	0	0	0	0	1
BOEING	777222	0	0	0	0	1	0	0	0	1
CESSNA	208B	0	0	0	0	1	0	0	0	1
CESSNA	750	0	0	1	0	0	0	0	0	1
CESSNA	R182	0	0	0	0	0	0	1	0	1
CNDAIR	CL6001A11	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002B19	0	3	2	0	1	0	0	0	6
CVAC	24017	0	0	0	0	0	0	0	1	1
CVAC	240D	0	1	0	0	0	0	0	0	1
DHAV	DHC8102	0	6	7	0	1	0	4	0	18
DHAV	DHC8102	0	0	0	0	2	0	0	0	2
DHAV	DHC8201	0	0	2	0	0	0	0	0	2
DHAV	DHC8202	0	0	0	0	2	0	0	0	2
DORNER	DO328100	0	1	0	1	1	0	1	0	4
DOUG	DC1010	0	2	3	0	5	0	1	0	11
DOUG	DC1010F	0	0	0	0	1	0	0	0	1
DOUG	DC1030	0	2	2	0	7	0	1	0	12
DOUG	DC1030F	0	0	0	1	0	0	0	0	1
DOUG	DC1040	0	0	0	0	0	0	1	0	1
DOUG	DC852	0	0	2	0	0	0	0	0	2
DOUG	DC861	0	0	1	0	0	0	0	0	1
DOUG	DC862	0	0	0	0	0	0	1	0	1
DOUG	DC862F	0	0	0	1	0	0	1	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC863	0	0	2	0	0	0	0	0	2
DOUG	DC863F	0	1	0	0	0	0	0	0	1
DOUG	DC871F	0	1	1	0	0	0	0	0	2
DOUG	DC873F	0	0	0	0	1	0	0	0	1
DOUG	DC8F54	0	1	1	0	0	0	0	0	2
DOUG	DC915	0	0	1	0	0	0	0	0	1
DOUG	DC931	0	2	6	0	8	0	0	0	16
DOUG	DC932	0	5	4	0	8	0	0	0	17
DOUG	DC932	0	0	0	0	1	0	0	0	1
DOUG	DC933F	0	0	0	0	0	0	1	0	1
DOUG	DC941	0	0	0	0	1	0	0	0	1
DOUG	DC951	0	2	8	0	0	0	0	0	10
DOUG	DC951	0	0	0	0	1	0	0	0	1
DOUG	DC981	0	0	2	0	2	0	0	0	4
DOUG	DC982	0	3	10	1	12	0	0	0	26
DOUG	DC983	0	0	9	0	2	0	0	0	11
DOUG	MD11F	0	0	1	0	0	0	0	0	1
DOUG	MD88	0	1	0	0	0	0	0	0	1
DOUG	MD9030	0	0	1	0	0	0	0	0	1
EMB	EMB120	0	0	2	0	0	0	0	0	2
EMB	EMB120ER	0	3	3	0	0	0	1	0	7
EMB	EMB120RT	0	6	3	0	1	0	2	0	12
EMB	EMB120RT	0	1	0	0	0	0	0	0	1
EMB	EMB145	0	1	0	0	0	0	0	0	1
FOKKER	F27MK50	0	1	0	0	0	0	0	0	1
FOKKER	F28MK0100	0	1	0	0	0	0	0	0	1
FOKKER	F28MK4000	0	0	2	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GULSTM	500B	0	1	0	0	0	0	0	1	2
GULSTM	G1159A	0	1	0	0	0	0	0	0	1
GULSTM	G159	0	0	0	0	0	0	1	0	1
ISRAEL	1124	0	0	0	0	1	0	0	0	1
JETAIR	JETSTM4101	0	0	3	0	1	0	0	0	4
LEAR	35A	0	1	0	0	0	0	2	0	3
LKHEED	10113851	0	1	0	0	1	0	0	0	2
LKHEED	1011385115	0	0	0	0	0	0	1	0	1
LKHEED	10113853	0	1	0	0	0	0	0	0	1
LKHEED	188C	0	0	6	0	0	0	1	0	7
LKHEED	382E	0	0	0	0	0	1	0	0	1
LKHEED	382G	0	0	0	0	0	0	1	0	1
MAULE	M7235	0	0	0	0	0	0	1	0	1
PIPER	PA31	0	0	0	0	0	1	0	0	1
PIPER	PA44180	0	0	0	0	0	0	1	0	1
SAAB	340B	0	2	5	0	4	0	2	0	13
SAAB	SF340A	0	3	5	0	3	0	1	0	12
SAAB	SF340A	0	1	0	0	0	0	0	0	1
STBROS	SD360	0	0	0	0	1	0	0	0	1
STBROS	SD360	0	1	0	0	0	0	0	0	1
SWRNGN	SA226AT	0	0	1	0	0	0	0	0	1
SWRNGN	SA226TB	0	0	0	0	0	0	1	0	1
ZLIN	Z242L	0	0	2	0	0	0	0	0	2
TOTALS		0	128	217	20	316	7	57	3	748

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**2/8/98 To 2/14/98 ISSUE: 98-07 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMTA	AMERICAN TRANS AIR INC	GL11
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
B4MR	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
C2XA	CONTINENTAL EXPRESS INC	SW09
C8GA	CAPITAL CARGO INTERNATIONAL	SO15
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DU4R	AERO CORP	SO15
EI4R	MAGAGNOS, WILLIAM F	SO15
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
EQGA	EXEC EXPRESS II INC	SW19
ERKR	EVERGREEN AIR CENTER INC	WP07
EY2R	AIRCRAFT PROPELLER SERVICE INC	GL03
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
FXLA	FINE AIRLINES INC	SO19
G6OA	GEMINI AIR CARGO LLC	EA27
GAIA	KITTY HAWK AIRCARGO INC	SW07
HALA	HAWAIIAN AIRLINES INC	WP13
HNAA	PIEDMONT AIRLINES INC	EA07
IPXA	UNITED PARCEL SERVICE CO	SO01
IU6R	AERO-CONTROLS INC	NM01
IY2R	BIZJET INTERNATIONAL SALES AND SUPP	SW15
JACZ	JAPAN AIRLINES COMPANY LTD	WP03
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
JY2R	METRO AIRCRAFT INSTRUMENTS INC	GL23
K3HA	KIWI INTERNATIONAL AIRLINES	EA25

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
LR7A	LYNDEN AIR CARGO	AL05
M8XA	MOUNTAIN AIR EXPRESS INC	NM03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P5CA	POLAR AIR CARGO INC	WP23
P9OA	PRO AIR INC	NM01
PCAA	ALLEGHENY AIRLINES INC	EA13
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SABA	CCAIR INC	SO33
SIMA	SIMMONS AIRLINES INC	SW21
SPAA	SIERRA PACIFIC AIRLINES INC	WP07
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TFAA	TRANS FLORIDA AIRLINES INC	SO15
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WD4R	BANYAN AIR SERVICES INC	SO17
WRLA	WORLD AIRWAYS INC	EA27
WRNA	WRANGLER AVIATION INC	SO05
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
YIEA	YIP GROUP INC	GL23

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.